

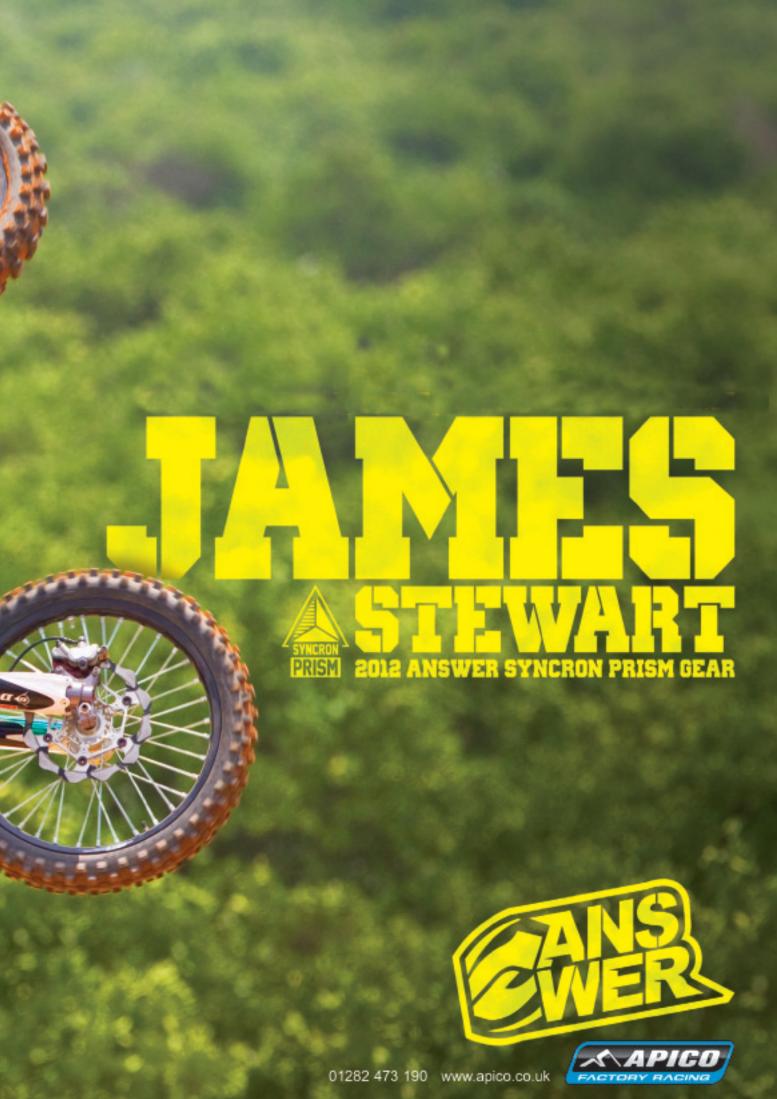


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COMMENT

alk about bad timing! No sooner had last month's mag come out with me banging on about how next season Brad Anderson would be all fired up to defend his Maxxis MX1 title and what does he go and do from the top of the Hawkstone podium? Announce that he's off to bloody Australia to race next year, that's what! First Billy, now Brad. A few hundred years ago you had to at least worry some sheep to get a free passage over there - nowadays it seems being able to race a motocross bike does the trick. Even Gordy's gone out for a holiday, sorry, to race some supercrosses.

Thing is, you can't blame Brad. He's won all three major British series this year and has dominated domestically but while it's tempting to trot out a few tired cliches along the lines of 'no challenge left' and 'test himself against fresh opposition' that would be a load of balls. It's dead simple where would you prefer to kick off a national championship campaign in early March? South Yorkshire or New South Wales? A freezing FatCat Motoparc or sun-kissed Kookaburra Creek? No offence to our good mate Martin Craven who's doing a brilliant job at FatCat but to my mind it's a no-brainer.

Brad - like Billy before him - has served his time racing in the UK, spending hours trucking up and down the same stretches of motorway to the same tracks, getting stuck in the same traffic in the same stretches of roadworks. He's lucky enough - and has worked hard enough - to excel in a career that can be picked up and transported to the other side of the world. Next year's domestic MX1 championships will give him new challenges and the chance to test himself against fresh opposition but, at 30, he may never get the opportunity to embark on such a big adventure again. So good luck Brad here's hoping you tear it up Down Under...

Another name missing from the results sheet next year will be Tom Church who's hanging up his boots after the current supercross season signs off. I remember when TC first moved into the adults - all eyebrows and elbows - and in the decade or so since he's been a model pro, a constant podium threat in the UK and a rock-solid GP rider n'all. And let's not forget that awesome holeshot in France in 2009. The rumour is he's now planning to move into the world of interior design where he can emulate his hero Laurence Llewelyn Bowen and start flouncing about in lace-trimmed cuffs, wearing cravats and air-kissing people called Jules. Whatever he chooses to do, if he approaches it with anything like the dedication he brought to his racing he'll do just fine.

Anyway, amid all this talk of departures I'm delighted to celebrate an arrival this month in the slightly emaciated form of one Bryan MacKenzie. At the relatively advanced age of 26 the Scot's had a breakthrough season and from this month on will be writing alongside cousin Billy with his own Irn-Bry column in Britain's biggest-selling - and that's 'selling' not 'ego' – dirt bike magazine.



A LEG-HUMPINGLY FINE DIRTY DELIVERY OF PIPING HOT DIRT BIKING NEWS...

upercross? I'm frickin' livid. What a load of old bullocks the Monster Energy Cup in Las Vegas proved to be as Chad Reed and James Stewart dropped out last-minute leaving Ryan Villopoto clear to sweep the lot and walk away with a million wim-wams - except he didn't. Turns out the million dollars up for grabs would be paid out one of two ways – the clean sweeper could walk away with half-a-million in used bills or get fiddy grand a year for the next 20 years. RV chose the lengthy option and provided Monster don't go boomshakalaka will get a nice little bonus for the next two decades.

A late entrant into the MEC was Red Bull KTM's Ryan Dungey who - ahead of schedule with his testing programme – opted to give the Austrian 450 a run out under race conditions. A 3-2-2 scorecard is by no means bad but t'other Ryan schooled him all night - Dungey needs to find extra pace before A1 fo' shiz.

A closer look at the #5 machine shows he's running what looks on the outside like an EXC450 engine. The enduro engine is three KGs lighter than the stock SX-F450

engine and it's thought that this is most likely a sign of what's to come as stock for the masses in 2013. especially considering that Dungey's bike has to meet the AMA production rule. While the engine is trick the coolest thing on Dungey's bike is in fact the Raptor titanium footpegs that are made right here in the UK in deepest darkest Lancashire believe it or not. If you fancy following Dungey's lead you can buy the exact same products from www.raptortitanium.com

The British supercross championships kicked off in Sheffield with wins for Nev Bradshaw in the Lites class and Adam Chatfield in the Open encounter. Rounds two and three of the series will be going off at Belfast's Odyssey Arena on November 19 and Glasgow's Braehead Arena on November 26. For Belfast tickets call 028 9073 9074 and for Glasgow **0844 499 1700**. The first round was an absolute scorcher and there's no reason why these two and the two rounds after the New Year break won't follow that trend so do yourself a favour and get yourself along for a top night out of

Other dates for your diaries are Motorcycle Live -



which will have more off-road content than ever - at the NEC which runs from November 19-27. There's even a designated Dirt Day on November 26 where a hall load of dirty dirt bikers n' stuff'll be doing things and that. Get yourself along - it's bound to

The week after the NEC show on December 4 it's the opening round of Paul Edmondson's three round X-Treme British championship. That first encounter takes place in Buxton with a whole heap of top off-road riders looking to get the series off to a good start. The entry list includes David Knight, Dougie Lampkin, Graham Jarvis, Tom Sagar, Danny McCanney and Jonny Walker. For more details check out www.fasteddyracing.com

Also on December 4 is the opening round of FatCat Motorparc's two-round winter series for youth and adult racers on the amazingly waterproof sand circuit that's situated right next to Junction 4 of the M18 in South Yorkshire. With the second and final round following on December 18 it's the perfect opportunity for racers to get a pre-Christmas blowout on the track that's gonna host the opening rounds of both the Maxxis British championships

and BYMX championships in 2012. For more information call Martin on **07990 514509**.

If you like bikes, bands and badass babes on rollerskates beating the bitch out of one another then you should really check out Rollerburn. It's basically billed as a festival of two-wheeled death traps and roller derby vixens that's going off on November 19 at Newark Showground in Nottinghamshire.

Starting at two in the arvo there'll be nine hours of great bike n' dyke entertainment including an indoor flat track demo, a full-on roller derby match with 150 tattooed roller girls turning out (that's me there then), a killer custom bike show, comedian Charlie Chuck, three awesome bands and a full-on Rollerball style race starring the one and only Guy Martin who doesn't mind sex but he's not into it, apparently. Basically, it's gonna be a top day out and only costs a tenner per person. Bargain. For more info check out www.sideburnmagazine.com

Bit of transfer news now and what about James Stewart signing for Joe Gibbs Racing Yamaha for an all-out attack on the AMA Supercross and Outdoor Nationals. The deal is reported to be for

three years with the potential for Bubba to crossover

to NASCAR when his time in motocross is up.
In the UK curly-haired Latvian Mattis Karro will be joining Nathan Parker at Steve Turner's Boost Energy KTM team, Lewis Gregory and Luke Hawkins will be spearheading Rob Hooper's Maxxis Apico Suzuki squad, Martin Barr's moving to LPE Kawasaki, Stephen Sword's already with TAS Suzuki and Alex Snow is said to have signed for PAR Honda where we're expecting Kristian Whatley to end up too as Brad Anderson decides to join Billy Mac Down Under for an attack on the Aussie Nats where they'll also be joined by Jamie Law. And breathe!

A bit of sad news now and it's with a heavy heart I have to share the news of Colin Harrison's death at the age of 70. A top bloke who loved motocross as much as anyone I've ever met, Colin's well known for his links with the Pro Circuit brand that he brought to prominence here in the UK but perhaps more so as an avid amateur competitor back in the day. As a great supporter of the British motocross scene he's sure to be missed. RIP Colin...



MINIWINI MINIWIN

SIGNED PRO CIRCUIT KAWASAKI TEAM PIT BOARD MECHANICS' WEAR UP FOR GRABS...

ow would you like to win some of the winningest motocross memorabilia ever wangled by our wingman Wakker? If you read magazines like Benjamin Button lives his life you'll already know that Godfrey J visited the States recently on a quest to win the Ironman class of the 24-hours of Glen Helen.

While he failed that task like The Bear failed to get me a date with his lovely sister, our slick-sacked-paddy-Wakk did manage to pop by Pro Circuit HQ and clean out Mitch Payton of some badass bits and pieces including these three pit shirts and a pit board from Ryan Villopoto's maiden MX championship-winning season. And because he's such a legend he signed them all too - that's Mitch of course, not Geoffers...

So when we went to pick Wakker up from the airport we stole his suitcase, threw away his frayed Fleshlight and collection of tranny filth (I've never known a man love vans so much) and then nicked off with his bumper haul of Pro Circuit team swag so we could offer our loyal and absolutely gorgeous readers the opportunity to win an item or more in our free-to-enter competition.

We've split the bumper haul into three prizes. First prize is a signed 2011 Team Issue pit shirt and the pit board, second prize is the Pro Circuit Kawasaki team pit shirt that Mitch himself wore at the 1998 Motocross des Nations at Foxhill and third prize is a signed 2010 team issue pit shirt. To be in with a chance of winning one of the three prizes on offer we want you to answer this Pro Circuit-related question.

Since starting up in 1991 how many AMA #1 plates has Mitch's in-house Pro Circuit race team won?

Is it: A: 27

B: 32

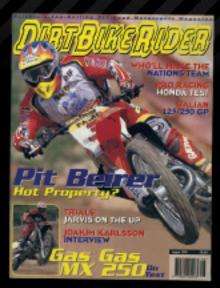
C: 9

D: 2

When you know the answer - think Nick Wey rather than Jake Weimer, Ivan Tedesco or Ryan Villopoto – head ove to the competitions page at www.dirtbikerider.com or use your smartphone to scan the QR co which'll get you there quicker than a Kwik Fit fitter. Fill in all the fields, hit transmit and cross your fingers.

Entries close on **December 8** with the first three randomly drawn correct answers winning a prize. Good luck!

A RANDOM TRAWL THROUGH THE DIRT BIKE RIDER ARCHIVES



August 1998:

Wind the clock back to the summer of 1998 and the all-action Pit Beirer was our cover star as we asked if he had the right stuff to win a world title. We also weighed up who would make that year's British MXdN team – candidates were Carl Nunn, Jamie Dobb, Paul Malin, Rob Herring, Paul Cooper, Mark Eastwood and Justin Morris – and spent five minutes talking nonsense with a youthful Jeff Perrett...



December 2003:

Tony Marshall graced the cover eight years ago – and virtually every page inside n'all – as he tested the '04 Yamahas and Hondas. Perrett helped out with the range from Big Red but was obviously too busy to lend a hand with the Yamahaulers – good to know some things never change! We also reported from the Sheffield SX and Weston Beach Race and previewed the Stoneleigh Show – good to know some things never change!

To trawl through more back issues of DBR simply scan your smartphone over the QR code opposite or hook your PC up to www.dirtbikerider.com and click on the Digital Vault button – new issues are constantly being added so keep checking back...





THE REVEREND

PARTY HEARTY!

WITH THE SEASON OVER IT'S TIME FOR JAKE TO LET HIS (FACIAL) HAIR DOWN AND KICK BACK...

Vords by Jake Nicholls Photo by Sutty

ell, that's it all done and dusted for another year. I enjoyed my season once I came back from injury, it was just a shame that it forced me to miss three rounds of the British and four GPs.

And it didn't end the way I would have liked at Hawkstone either as I got sick coming into the weekend and never felt with it all race day. I managed to give Hey Arnaud a run in the second race where he passed me with three minutes to go but that was as good as it got as he gapped me a little bit in the last race, then we had bike problems and I had to nurse it home for second. Unfortunately, I only managed third overall on the day but I ended a great three years with the team healthy and on the podium which wasn't bad.

It was quite sad at the end of it all, shaking Roger's hand and thanking one another but I think we can both be proud of the three seasons and although I never managed to win the British title for him I sure did give it all I had the whole time. Roger is a great team manager in that if he sees you give 100 per cent in a race whatever the outcome – second or seventh – he will always be happy which is a nice way to be.

So Tom, Shaun, Blu and I drove back to sunny Suffolk that night and had a few beers on the way home, then good old Blu dropped us off in town and she drove the camper back home while we got merry at one of the rankest clubs about but we were living the dream.

For the next couple of days I was a write-off after illness and drinking. I had a nice easy week and enjoyed watching Tommy Hill on TV win the BSB title at Brands. I had to hold back tears seeing him win that – the lad's had his fair share of sh*t go wrong and he is a credit to our country, a proper heart-on-sleeve Brit.

The next week I did a bit of riding and Wayne(ker), my mechanic from the last two seasons, came over for a few days and to race at Blaxhall on the Sunday. We went BMXing with another friend Barry before the weekend which was hilarious as we were all crap and Barry — who I might add accidently sent me a picture of his party sausage and two peas a couple of days ago instead of to his missus baaaaaahahahha — had a good pisser trying a decent size double at the end of the day.

We all had a good night out on the Friday

then watched the banger racing world final up the road on Saturday. Then we went to Blaxhall on Sunday which was in mint condition. I bought Wayne a set of CR22 kit in the Aussie colours as a thank you for his help and as the ACU cancelled the mechanics' race at Hawkstone I dragged him out to get one race in before the season was over and to dirty the kit up. He did awesome and got in the B group. He hung it out all day until he was knackered – fair play!

I had a couple of nice battles with Carl Nunn who's always a pleasure to race against, won all the races and then we went and stuffed our faces full of a carvery. I was also pumped when I looked at the Monster Energy Cup results to see my old mate BT managed to beat Dungey in race one to get second. Top banana! I hope he gets a decent ride next year.

The next day Blu and I drove to Belgium for a week of testing on the Katoom, it all went really well and I was very impressed with the whole thing over there. To be honest I wish the season was starting again now but unlike most of the boys I didn't do the full season so that's probably why – I'm just gonna have to hold the thought until February. It was nice to go out there and party before I came home on Saturday and I even had a few Brits to keep me company with Ollie and Mr Simpson and his brother.

I drove to KTM UK yesterday to pick up a lovely-looking 250cc two-stroke XC to race this weekend at the Iron Man Xtreme event up in Scarborough which is going to be seriously hard I think and I'm a bit anxious about it but I've been practising that side of things a fair bit and I had a trials lesson yesterday with a friend which went well. So hopefully I won't look like a total cheese ranger!

Today I'm going riding with our local enduro herder Chris Hockey to hit some logs and climbs. Not a lot happening this month otherwise as it's my time off now really so I'm making the most of it to be honest as the seasons are long and strenuous. I should be at the Dirt Bike Show on the Saturday all going well so come and say hi if you're there – look for some sack with sideburns and a dirty

tash as it is Movember after all!
That's all for now, thanks

for reading...

Go hard #45





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elcome, race fans, to Blood, Sweat and Gears! Where does the time go? To say this month has been manic would be an understatement. But we've finally completed the new series and we're already out and about filming events for the following year.

In case you missed the news last month, we're back! Series two of Blood, Sweat and Gears kicks off for a 20-week run on Saturday 12th November at 10am (repeated at 1pm, 8pm and 1am). The new series will attempt to give the casual viewer an insight into our world but still provide enough race action to satisfy the hardcore fan.

We've just filmed the Sheffield Supercross in a documentary style to show next year, an event which I thoroughly enjoyed. So I was surprised to see certain sections of fans running it down. No, it's not 'real' supercross like the Americans do it. It's British supercross. And it may have had its highs and lows over the years but the industry is finally starting to take it seriously. It's certainly gaining support among pro riders.

Tom Church, Neville Bradshaw, Stephen Sword and many more top pros all rode in Sheffield. A quality field and a fantastic night's racing, even if it wasn't quite the same as the good old US of A. There seems to be so much moaning among British SX fans these days. Every event seems to get run down.

Some events will have faults of course but the moaners never actually say "I'm going to run an event and this is how I'll do it" The UK is miniscule compared to the USA, yet our riders are spoiled for choice with championships nearly every weekend throughout the season with many promoted, run and marshaled by the same group of people week-in, week-out.

Most clubs struggle to get volunteers to set up tracks or marshal yet if you look on the forums there's no shortage of people claiming they could do a better job. Promoters invest their time and money into these events so let's support and encourage them. Constructive criticism is fine but I know I'd be feeling pretty twitchy if I was running an event with my house on the line. And I don't see a long line of people looking to pick up the baton. Rant over!

One of the pro riders at Sheffield was Brad Anderson who has decided to head out to Australia to race next year. Brad is a racer's racer, always giving 100 per cent on the track and always a pleasure to talk to off the track. I'm going to miss watching him race hugely. Brad looked to have the Main Event at Sheffield sewn up before going down in the whoops, forcing him to settle for second place to Adam Chatfield.

After crossing the line Brad sat dejected on a tuff block and muttered the word 'gutted'. His face said it all and summed up his incredible desire to win and true British Bulldog spirit - that I and many others will miss watching race next year.

So I wish Brad all the best. Britain's loss will be Australia's gain. Don't stay away too long Bradley. Until next month, ride safe...

Paul Minihane

BLOOD SWEAT AND GEARS will be back on the Extreme Sports Channel (Sky 419/Virgin 527) on Saturday November 12 at 10am...



CROCKSTAR

BUSH WHACKER!

AFTER THE STRAIN OF SHEFFIELD OUR IRISH ADVENTURER FLIES STRAIGHT OUT TO OZ FOR A TRIO OF DOWN UNDER SUPERCROSS RACES...

Words by Gordon Crockard Photo by Sutty

'day! I'm very pleased to be writing this to set-up if you dream hard enough. you from the peacerul surrounding the Australian bush. I flew into Sydney you from the peaceful surroundings of yesterday and currently I'm sat in Craig Anderson's RV trailer at his supercross test track typing this up.

Ando is a motocross legend here in Oz and he grew up with his cousin Chad Reed riding the tracks in this area. I'm in New South Wales that's 10 hours ahead of the UK time zone - and it took me 25 hours to fly here from London. I came here straight after the first round of the British Supercross Championship at Sheffield. I intend to stay here and race the second, third and fourth rounds of the Australian Supercross Championship. Then I will fly straight back to race rounds two and three of the British SX Championship at Belfast on November 19 and Glasgow the following weekend. So pretty much I have a six-week spell of supercross that takes me right up to December.

The contrast in climate between the two countries is quite huge at this time. Sydney has full-on summer with temperatures up in the 30s and as you know the UK is into the thick of the cold, wet, dark winter. Saying that, last week was the opening round in Melbourne and it was a wash-out of an event. I'm hoping that trend doesn't continue.

I will be based at Josh Brookes' house and he is well tuned into what way I like to operate to get my kicks. JB and I spent most of this season training and riding MX together from my house back in Northern Ireland, Josh rode for TAS Suzuki in the British Superbike Championship and I rode for them in MX so we were team-mates effectively.

For the SX championship here in Oz I will ride for Craig's Berry Sweet Lucas Oils Team. His set-up is good and I like the way he runs everything. We went to one of his team sponsor's tracks yesterday and put in some laps to test the bike and allow me to get comfortable with everything. The track was absolutely awesome. It was set into a hillside surrounded by a vineyard. One of the sponsor's means to making his money is by producing wine and it was really cool to see how it all happens there. His son had just built the SX track and spent about \$30,000 Aus dollars in doing so. He has a motocross track too so you can imagine the

Today I'm riding at Craig's track to get some more practice on the race bike. He has a similar set-up with a motocross track and a supercross track all at his house. He's got an old Bedford fire engine that he uses to water the track - it's four-wheel-drive so it can make it around.

Besides all the bike stuff I haven't had a chance to do anything else. I do intend to check out as much as I can while I'm here. It is a big tourist city in Sydney so I don't think I'll struggle for activities. Josh is a mad jetski fan and he warned me that we would be doing a lot of that during my time here so I should really research the available information on how to survive wrestling a crocodile, deal with snake or spider bites and box kangaroos. I have been here before but it was for a very short time back in 2001 when I came to Melbourne to race the grand prix at Broadford. I remember we had a British championship the weekends before and after the Oz GP so I had to squeeze the trip into as short a time as possible. I left my house, went to Oz and did the GP and was back in my house in the space of five days. It was something mental like that due to the British races at home we had to do.

I have some friends I will visit while I'm here. My old team-mate from the GNCC BMW team in America, Glen Kearney, is in this area. He tells me he is getting married during my stay so I may crash that seeing as it would be rude not to. Other folks I want to meet with are different friends who moved out to live here a while ago. Via the great advantages of Skype, Facebook and Twitter it's been easy to keep in contact with everyone who's moved themselves to different parts of the world. I look forward to seeing them face to face again though.

Recently the spaces for my winter training camps in Spain have been filling up. If you were considering attending any of the camps I would advise you to contact me and secure your space before they are full. There currently is space still available and all the information regarding the camps can be found at www.crockstar.co.uk

Gordo



Irn-Bry as he's won the Scottish MX2 and British Masters titles, come third in the Red Bull Pro Nationals and fourth in the Maxxis British championship on his Bryan Connolly-prepped LPE Kawasaki. And enjoyed cold pizza for breakfast.

To make things even sweeter for our wee Scottish sweetie he's now been signed up by the Moto-One

who rule the roost at Madison HQ in Milton Keynes.

Anyhoo, this prize package consists of something sexy from the 2012 THOR range printed up in Moto-One colours with Bry Mac's name and race number splattered across the back - magic huh? To be in with a chance of winning it all you have to do is answer this oh-so easy question on the subject of our

use your smartphone to scan this funky QR code that'll bounce you into cyberspace quicker than a Husky with a snapped frame. Then fill in all the fields, hit transmit and cross your fingers.

Entries close on December 8 with the first randomly drawn correct answer winning Bry's kit provided The Bear hasn't used it as a suppository - or guzzled it.

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VORDY

AFTER HIS DISAPPOINTING DEBUT SWORDY KNOWS HE NEEDS TO GET TO GRIPS WITH HIS NEW TAS SUZUKI...

Words by Stephen Sword Photo by Sutty

ho needs to go abroad and ride when we get great weather like this in late October? I may have spoken too early as it's raining here today but the weather we've had has been great and long may it continue! I actually went two weeks without washing the bike off. Obviously, I changed the filter, checked the spokes, adjusted the chain, changed some tyres and checked the valve clearances (I may have had a little help from Archie).

The past few weeks I've been out riding on the new bike. I'm getting on well but still a bit rusty after being off the bike for over three months. As I said, the weather has been kind which has helped with the supercross riding ready for Sheffield. Apex has a great little SX track that I have been using so thanks to Lee and Mitch up there. I drove up to Sheffield Arena on the Friday for a press day along with a few other riders. It was great to be back involved and to have a bit of craic with the new team.

After the press launch 10 of us popped over to the Italian across the road for a bite to eat. There was myself, Turk and Paul from TAS, the Buildbase Honda boys DT, Ry, Doctor Dye and their new signing Nico Aubin, TC, Huck and Jeremy.

The next day practice started at around 1.30 so there was a lot of hanging around in the morning. This gave me some time to sit down with a cup of tea and have a catch up with Adam Lyons. The track was pretty cool and not easy - it had a couple of technical sections and I thought they'd done a great job of building it. Unfortunately, I didn't have a good night at all. A mixture of things really - a few crashes in the heat races, bike set-up, I was riding tight and to be honest probably a bit under-prepared too. It's something I will be working on before the next round in Belfast. I was gutted and not happy with myself for not making either final - it was a hard one to swallow at the time and not a great debut on the new bike. So looking ahead to Belfast I'm aiming to just enjoy the night and have a good solid ride.

The Sunday after Sheffield Jodie, the kids

and I went to our friends' little boy's christening in Bristol. It was a cool day and all the kids were playing flat-out which was super to see. Being a dad is as super as always! Ayrton goes to preschool two days a week now and you can see him growing up so quickly. He has learnt how to ride his pushbike so he flies around the house on that most days with a few crashes on his way. Starlia the little girl is now nine weeks old and doing great. I had to take her to the doctor the other day for her first injections. Jodie won't do it as she hates seeing her in pain I get all the good stuff.

My training days have been going good lately, more and more riders are getting involved and coming back regularly which is super. I've enjoyed them a lot and you get some funny little characters which makes me laugh. Weather permitting I will be doing more over the months leading up to Christmas so if you fancy it just book in and give it a go. Call Ryan on 07728 888590 and he will sort you out. Any age and any level are fine, the object of the day is to have fun and learn a little as well.

I was flicking through Sky Box Office the other night and saw that the Senna film was on. I know about him but was still young when the accident happened. The film was very sad but great at the same time - I even roped Jodie into watching it. He was a special individual that's for sure. Shortly after watching it Indy Car driver Dan Wheldon and MotoGP racer Marco Simoncelli both passed away. Motorsport greats and very saddening news.

Over the next couple of weeks I will be riding and getting ready for the Belfast Supercross. Also, I have the Dirt Bike Show to attend for Suzuki. That came round quick again - doesn't seem that long ago that I was there on the stage right in front of the DBR stand with Lawless shouting abuse at me! Ha ha - I'll look forward to that again.

Take care, good luck if you're racing and maybe see you at the Dirt Bike Show..

Braaaaaaaap



Words by Sean Lawless Photo by Sutty

ne of our top home-grown talents in the MX2 division, Jake Nicholls picked up an injury at the start of the 2011 season before bouncing back and producing the form of his career so far. Despite missing more than a quarter of the GP schedule he ended the year 11th in the world and was the only British rider to win a race all year in the Maxxis championship.

But for 2012 British fans will be seeing a lot less of The Reverend as his new deal with Jacky Martens' KTM team as well as majoring on the GPs also concentrates on the Dutch and Belgian domestic series. It's a great deal for Jake as he chases his world championship dream but at the same time a big blow to UK racing.

We caught up with Jake to get his thoughts on the season just gone, his new deal and what lies ahead of him...

DBR: After a nightmare start to the year you've

managed to take your season, turn it around and roll it in glitter.

JN: "It's been a good season. I was injured at the start which messed everything up in GPs and the British but it's been a pretty good comeback. Straight away I was like 11th and it just got better and better really and I managed to crack top five again so I think with better machinery and a bit better back-up and everything else I can take the next step next year.'

DBR: Tell us some more about this 'better

machinery' and the deal with Jacky...

JN: "I missed out on the factory ride and I see the next best thing as being Jacky's team. I've tried the bike and it's a long, long way ahead of what I'm on now so that was obviously my first consideration. And the logistics of everything work I live a mile away from the workshop in Belgium so it's convenient from that side of things and the furthest I'm going to have to travel is

two-and-a-half hours so that's a lot less travelling compared to the British championship.

"I can have this year's factory engines of Roczen and Herlings or Jacky's engines. So we're going to be testing and I'll make a choice in the next few weeks although it's pretty obvious what the choice will be so it's fair to say I'm excited about it."

DBR: You must have fancied your chances of getting a full-factory ride after your form this season?

JN: 'I was gutted not to get a factory ride because I beat Tixier in every race pretty much but it's one of those things. But I was realistic about it, y'know, he's a couple of years younger than me and I guess they want to bring someone on. I said they could do that with me but they weren't too keen!

DBR: It's the end of a strong partnership with Roger Magee...

JN: "HM Plant's been good for the last three years but I need more now. I think if I'm honest I've out-grown the team a little bit and just need more people around and more support."

DBR: You must be upset to miss out on racing in Britain next year?

JN: "To be honest not racing the British championship was partly my choice because I haven't enjoyed it because of the format. The 20-minute races don't suit me and it doesn't help me in the world championship. Some people think it's good because it's a 20-minute sprint but I just don't agree with it whatsoever because the last 10 minutes even of a 30-minute race is when the battling comes.

"It's a shame because it's my home country and I like racing in Britain – coming to tracks like Hawkstone is brilliant. I just wish there were two 35-minute races and not schoolboy races. And also I don't like some of the tracks they're going to. They're not really thinking about the riders. They should be making it around the riders to give them a better chance of being a world champion one day."

DBR: That's a very old-school attitude – surely these days less and less riders aspire to race GPs anyway?

JN: "All the way through my career all I've wanted to do are grands prix and obviously I was fortunate when I was younger and got helped into that avenue but I still think if I didn't have that [help] I would have got there anyway through pushing hard, getting into the odd race here and there and getting myself recognised. But it's like some riders don't even want to now. It's quite sad. I was actually talking to a friend about it before saying how many of the riders in the British championship don't even want to be in the GPs."

DBR: But racing a full season of GPs is very expensive and for most riders an unrealistic ambition. In a sport where careers are so short you can't blame riders for going where they can earn good prize money...

earn good prize money...

JN: "I agree with Brad [Anderson] and what he does. He races all the British races and earns good money out of it but in a way he isn't doing the rest of them any favours because they see him and think 'if I can win all the races at the Masters, British and Red Bull I'll be earning good money with a little bit of a salary from a team'.

"I think what Brad's done is brilliant and it suits him down to the ground. He rode GPs with Swift in '08 and he proves he's good enough for GPs when he races them once or twice a year.

"A lot of people seem to think there's no money at GPs but that's where the money's earned. You hear people say that it's all right for me, that I'm not earning any money but I'm in a fortunate situation and that's absolute rubbish. I'm earning good money racing grands prix which has been my dream. But that's not what it's all about. I want to be a world champion."

DBR: What are your goals for next season?
JN: "Next year's goals are to get top five in the world championship and to win the Dutch championship. The Dutch championship is my second priority behind the world championship and we'll be doing selected rounds of the Belgian championship as well. I've got a lot more weekends off next year so I'll be able to prepare for the next GP rather than be travelling back to England to race the British championship."

DBR: I'm assuming you've done your homework and know what to expect in the Dutch series...
JN: "It's pretty much all sand. I think there's one race that's harder sand, like Mildenhall. But more sand than anything else which will be really good for my fitness with two 30-minute races. I've watched the videos and ridden a few of the tracks already. I'm looking forward to it but I will do my best to come back and do a race or two in England because I'm British and proud of it.

"Hopefully one day the British championship will sort itself out and I'll come back and race it for the rest of my life but at the minute I won't be."



MAX POWER

READY TO RIP!

MAX IS BUSTING LAPS ON A FIRE-BREATHING FO-FIDDY AS HE WHIPS HIS ASS INTO SX-MODE...

Words by Max Anstie Photo courtesy Sutty

o I've been putting all the things I learnt training in Colorado into action back in CA. I did a VO2MAX test but my superhuman body smashed all the records and my amazing dad once again got credit for building the best training programme ever when Steve Hess (trainer of the year and all-round beast) actually said that I should not change a thing and he actually wanted to see my programmes. So dragging tyres down the road, running with the mountain lions and cycling with the snakes is all good!

Anyway, I have also been having a great time on my new 450 hitting up the SX tracks and busting some laps. It's been so nice to get back on the supercross tracks and find the feel that I used to have. Aside from all that I have also been studying hard and just completed my MSJC college assessment test. I start college next semester in January and will build up my credits to get my associates degree. I'm on a really good programme where I can do 99 per cent of it all online so when I'm over in Europe racing the world championship next year I can still study and get my credits. In January though I will have to go in maybe once a week to the actual college and do a class or two. It's going to be just like the movies!

I went and got my hair cut the other day at an actual hair cutting place because Dev said I needed to get some style. Normally I just cut it

myself but this time I didn't want to look like a knob so I went and got the pros to do it at this proper Paul Mitchell Salon. Of course, when I walked in Dev sorted my stylist out for me and got the most amazing looking babe to do my hair. So, I tried talking to her while she was cutting my hair and stuff then right at the end was going to ask for her number but I chickened it. She did say come back in three weeks and see me again so maybe next column I will have her number and might have actually gone on my first date! I doubt it though because Dev said I might have put her off when I said I don't have any money...

We have also been re-doing my gym down in the workshop, making it bigger and way better than before. I have been riding a lot and also reading Floyd Landis' book 'Positively False' and also some psychology stuff which has been pretty cool.

I had to look after my little sister all day yesterday. I was studying for my big exam for university when she comes around the corner asking "what's this?" – I looked over only to find her nappy was halfway down and her hand full of sh*t! I nearly puked, then shoved her in the sink to wash it all off.

Preparations are under way for supercross, everything is in place and I can't wait to go racing!









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Q: Do you prefer the British championship's three shorter motos over two longer ones?

Marcus Weston, Cinderford

A: "Racing is racing, it doesn't really matter as long as the racing is good for the crowd and that is purely down to the riders. I think if the racing was longer then the GP boys would be further ahead, the shorter races give people who cannot train as much as GP riders a chance. Plus the short races are more intense which gives GP riders good practice for the Saturday GP qualifying race.

Q: How much of a surprise was Arnaud Tonus to you this year?

Jim Holbrook, Kesgrave

A: "Not a real big surprise to me as I already saw the potential when he tested our bike. He has become a more complete rider as the season has come on.

Q: I went to the British GP this year and while the track and racing were excellent the crowd turn-out was poor. What needs to be done to encourage people to attend their home GP?

Dave Lamming, St Mawes

A: "I never expected a bigger crowd this year - there was no GP in 2010 and prices have gone up so people were always sceptical to it actually going ahead. Now I feel the crowd will be bigger next year. To watch two days of great racing is cheap at £60. Maybe clubs can get together and get coaches on as the travel costs are the killer today. I will not preach but we must try getting more involvement from within the industry and find a way to save costs but it's so difficult compared to GPs abroad."

Q: With Zach notoriously hard on engines do the three motos at the British mean extra cost and more work for the team?

Leanne Pring, Ilminster

A: "The British obviously adds more cost and work for the team but we plan it in our calendar and it is a cost versus benefit process. We are a British team and it's

VEDIXON THIS MONTH WE TRACK DOWN BRITISH GP PROMOTER AND BIKE IT COSWORTH MONSTER ENERGY YAMAHA TEAM BOSS STEVE DIXON AND GIVE HIM A BLOODY GOOD PROBING...

Interview and photo by JP O'Connell

how we get our fans. I have good faith in the mechanics and they are the ones that keep the bikes rolling week after week so I thank them for a great job."

Q: How much of an impact is the current economic climate having on your ability to secure sponsorship for your team?

Alex Bennett, North Yorkshire

A: "Racing is my full time job and I work hard at it, I have been securing sponsors over a long period. At the moment we are enjoying the best sponsorship contracts ever but I am not blind or stupid. I know it is tough out there but it has always been tough for me against the factory budgets, I try to be as economical with the money and parts as much as possible - we must adapt to whatever budget we have each year."

Q: You've had plenty of top riders on your team over the years - who's been the most demanding to

lonathan Tilley, Exeter

A: "They all have been good to work with - the problem is when they think the world owes them something, then they become difficult. But 90 per cent of the time all is good. I respect all of them and I'm not into slagging off riders, they are very brave in what they do.'

Q: How disappointed were you that we missed the podium at the MXdN?

Roger Feltz, Malmesbury

A: "I was very disappointed, I don't like losing. For whatever reason we have missed out two years in a row in the last race and I want the podium next year.

Q: With Shaun Simpson riding your MX1 bike are you hoping for a British championship double next season? Daniel Roberts, Kingsbridge

A: "That was our goal this year with Jason and it

started well at Little Silver but injuries ended his hopes. Championships are tough no matter what, just look at Zach this year. We will work hard and take nothing for granted until the last race and hopefully Shaun will win but there is some good competition who will raise their game to beat the GP rider. I know our team is a target for other teams and riders to beat.

Q: Plenty of riders have had their maiden GP wins under your awning - what is it about the team that brings out the best in them?

Richard Allway, Penrith

A: "I feel I give them good bikes as that is my passion plus I give them a certain freedom to be themselves but I know if they are abusing that freedom very quickly. I'm hoping Tonus will make it seven riders to have won their first 125 or MX2 GP with me.'

Q: As well as all of your managerial duties do you still work on the bikes yourself?

Simon Merritt, Sheffield

A: "Not really. I still get involved in the tuning and ideas and I normally still have the solution if there is a problem but my mechanics have worked hard and I give them the chance to excel in their capabilities so they have the enthusiasm to also push the limits. All of the mechanics have come here with no experience and mostly they have come on school work experience so I can mould and teach them in a good way and then they continue to show the newcomers the way forward.

Q: How much of a difference to the day-to-day running of the team will the involvement of Monster make? Vince Gray, Northampton

A: "I see it as actually harder because there are more corporate rules whereas I normally just get on and do things my way. But it does have more pull as far as Yamaha are concerned and that will make some things easier. I have a great relationship with Yamaha and it

will be my 21st year in GPs with them and they know I will give 100 per cent to get the job done.

Q: What are the goals for the team in 2012? Shane Thomas, Swansea

A: "The goals are to win the MX2 world title - either Zach or Tonus – and try to win races. For Shaun the goal is to get him in the mix of the front five. He's capable and I want to get the best out of him for himself and the team. In the British we will just try to have a relaxed time and treat it as fun but I still want to win!

Q: Will your team prepare Simpson's motors or are they coming to you already built from Rinaldi?

Tom King, Belfast

A: "We will get parts and then do all the motor work here - it will work best like that.'

Q: You have won the MXdN as a mechanic and seen your riders win national championships as well as GPs. What stands out as your greatest achievement?

Brian Keach, Gosport

A: "I guess winning the British 125 GP in 1995 with Paul Malin. I had done so much work with the bike in the 125 days and it was my first GP win - to stand on the jump with Paul and the bike was great. But I am forever setting myself goals so I am always trying to achieve more and more. I want to win a world title as second is the highest so far.'

MARTIN BARR

Next month we've got Irish top gun and new LPE Kawasaki signing Barty Marr lined up to answer your questions so if there's something you're desperate to know then point your PC towards us at dbrproprobe@googlemail.com and ask away...



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Interviews and photos by JP O'Connell

DBR: Who would you like to play you in a film of your life?

AS: "Jim Carrey without a doubt!"

XB: "The guy from The Fast and The Furious, Paul Walker.

DBR: When did you last clean an air filter?

AS: "Me and my brother have this thing going where he'll clean a load and I'll oil them, then we'll switch so it was probably only about two weeks ago that I cleaned about 20 of them.

XB: "This week on my practice bike."

DBR: What was the last lie that you told and who

AS: "Ummm, no comment on that one!"

XB: "I really can't remember."

DBR: Could you check your own valve clearances? AS: "I can, yes.

XB: "On a two-stroke I can change a piston but on a four-stroke, no.'

DBR: Something you eat that you know you shouldn't?

AS: "Desserts - like every night"

XB: "I eat too much cheese!"

DBR: You're in second and on the leader's rear wheel - do you take him out in the last corner for the win?

AS: "It depends on what the stakes are. If it's for a championship then possibly but if it's going to cause an injury then no as I'm not that type of rider.

XB: "No, if I can pass him correctly okay but if I have to put him out then no.'

DBR: Do you own a pair of pyjamas?

AS: "Nope, just boxer shorts.

XB: "No, just the boxers.

DBR: What is the highlight of your career so far? AS: "Probably winning the Under 21s in 2008 as far as winning a championship goes and winning the King of Dirt title last year was pretty cool.

XB: "When I finished second in the 125s in the Coupe de FIM in 2005."

DBR: What car do you drive?

AS: "I don't have a car, I drive a VW Transporter."

XB: "A Mini Cooper Sport."

DBR: And if money were no object?

AS: "Probably something like an Aston Martin or Lotus Elise."

XB: "I think an Audi A5."

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

AS: "No, never."

XB: "No.

DBR: If you could change anything about yourself what would it be?

AS: "Probably to have a bit more anger, to be a bit more aggressive. I'm pretty relaxed and maybe that can be your downfall as a racer - you need that bit of anger. XB: "Maybe mentally to be a little more confident.

DBR: If you could meet any person - alive or dead who would it be?

AS: "It would be Penelope Cruz."

XB: "The rally car driver Sebastien Loeb."

DBR: If you could have any super power for a week what would it be?

AS: "To be able to fly."

XB: "To be the fastest guy on the track!"

DBR: If you were shipwrecked on an island what three things would you want with you?

AS: "A dirt bike, Penelope Cruz and probably my mobile!"

XB: "My girlfriend, a motorbike and the sun!"

DBR: What's been the most embarrassing thing you've done while drunk?

AS: "Probably dancing like Peter Andre with my shirt off at Weston!"

XB: "Too many things!"

DBR: What's your most prized material possession? AS: "Probably my mobile phone - hang on, no, it's my bed with my memory foam mattress.'

XB: "Maybe my car."

DBR: Be honest, how often do you Google yourself?

AS: "[Laughing] I actually did that this week but it was

the first time in a while!" XB: "I hardly ever try it."

DBR: Blonde or brunette?

AS: "Brunette.

XB: "Blonde."

DBR: Is winning a race better than sex? **AS:** "Yeah without a doubt because it's harder – and there's more sense of achievement when

XB: "Oh yeah, if it's a GP then I think it's better. I never win yet but I think it will be better.

DBR: One thing about your riding style that you'd like

AS: "Having the ability to hang it out a bit more."

XB: "To keep a little more speed through the corners."

DBR: What's your favourite film?

AS: "Taken with Liam Neeson."

XB: "Pirates of the Caribbean."

DBR: What's the worst motocross-related decision you've made during your career?

AS: "Going to the Lierop GP in 2008 after winning the Under 21s. It was a last-minute call and I was not prepared, I hadn't ridden sand in a while and it was a real eye-opener.'

XB: "Before I think I came back too early after an injury."

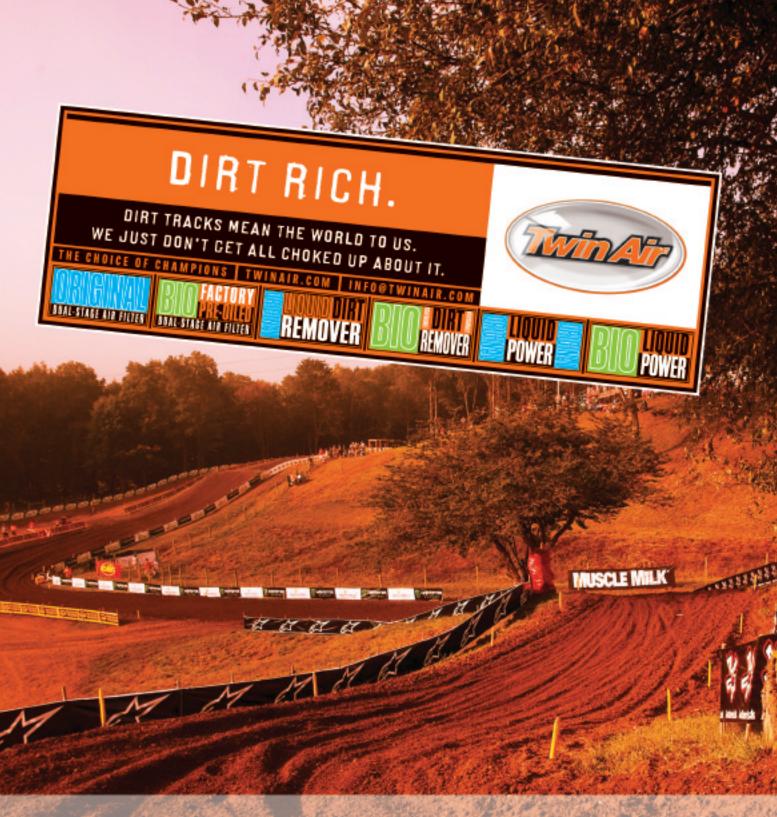
DBR: If you had to permanently give up either the internet, mobile phone or TV which would it be?

XB: "The TV, you can do almost everything on the internet now."

DBR: Something about yourself that nobody

AS: "Probably that I'm a bit of a neat freak, everything's got to be perfect

XB: "I'm a really shy person."



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Words by Stevie Mills Photo by Sutty

ey, can you believe that it's nearly that time of year again? Turkeys are confused as to why they are getting fed so well at the moment, fat men in red suits with white beards will soon be back in fashion, office parties are all the rage and the British SX season is in full swing!

Round one of the Future West British Supercross Championship served the Irish contingent a mixed bag of luck - mostly bad might I add! Martin Barr won his first qualifier with ease and looked like a champion while leading the field in the final until he stalled his bike when braking hard, then his gameplan just fell apart. And it was worse for Gordon Crockard who found himself in the LCQ where an enthusiastic pass by Irish/South African Neville Bradshaw put paid to GC's night. Bradshaw went on to win the MX2 final on his Evotech Stevens Honda - well done Nev!

New TAS Suzuki signing Steven Sword was another top racer not to make the final - it seems a strange format for this year's SX but, hey, it's the same for everybody I guess - while Stu Edmonds, having a guest ride on a Suzuki, put in a strong performance to claim fifth in the SX final. It will get better in Belfast! Our lads always seem to lift their game on home turf and I for one predict a strong showing from all on November 19 at the Belfast Odyssey Arena.

Musical saddles has pretty much ended and with the changes comes optimism and challenges for 2012. Martin Barr penned a deal that will see him turn green - the talented Ulsterman has signed for Steve James and his LPE Kawasaki team and will concentrate his

efforts on the Maxxis championship and Red Bull Pro Nationals.

GC has yet to confirm his 2012 plans although his race diary is packed with British SX aboard a Norman Watt 450cc Kawasaki plus a spell in Australian SX before he reopens his training schools in Spain. At the time of writing Stu Edmonds has yet to made his intentions known - the Dublin charger has been with the Electraction TM team for an eternity but is a change on the cards?

Jonathan Rea announced to Blarney his intentions to upgrade his motocross team to a two-man effort for 2012. This is exciting news as he has signed multi Irish and Ulster champion Wayne Garrett to race MX1 domestic and British championships aboard JAR Honda CR450F machines.

Wayne is recovering well from a leg break that robbed him of titles at home and blighted his best ever Maxxis MX1 season. "I am fully pumped and excited about next season, says Wayne (after kicking my butt on Xbox motocross). "Jonathan is professional in everything he does and I know I will have the correct tools needed to do the job in hand. Being in recovery for the past three months has been hard mentally but with my injury healed and this fantastic opportunity in front of me I can tell you I am looking forward to 2012 with new drive and ambition!

Wayne will join Michael McCammond who'll run MX2 in the British and may ride selective meetings aboard a 450 depending on what 2012 format is decided upon by the MRA/MCUI.

Speaking of which, there are several

rumours floating about concerning race format and how to boost the number of competitors. Not one to be saying I told you so but with 10 Premier class riders on the line for the last round of the Ulster championship something needs to change. So come on people, make the correct choices based on the future of our sport and not just to please a few in the short term.

One such rumour is to cut out prize money and reduce the entry fee which makes perfect sense to all but the top few riders who always take home the prize fund. It's about the bigger picture and if we can't fill all the gates we won't have clubs there to run races. Sure, some may say that we have too many clubs but that's a discussion for another day.

The MRA prize-giving will again be hosted at the Wellington Park Hotel in Belfast on November 5. Festivities will commence at 7.30pm and tickets priced at £25 are available from the MRA secretary on 07854 381419.

It's always good to hear some positive news and ACU Chairman Brian Higgins has rewarded the Cookstown club with the accolade of Organiser of the Year. Well done Cookstown! Two representatives from the club will receive their award at the ACU presentation evening at the end of January. While it's still unofficial, the Porters Pit venue is also pencilled in as part of the eight-round series in 2012.

Okay, I'm off to pack a big bag of luck as I have a date with my fellow DBR crew at the Dirt Bike Show and will need good fortune on my side if I'm to survive. Call and say hello if you make the trip - it's going to be great...



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JONTY'S BOX



FINN AND DANDY!

JONTY SALUTES MULTIPLE WORLD ENDURO CHAMPIONS JUHA SALMINEN AND MIKA AHOLA – FINLAND'S FINEST...

s and photo by Jonty Edmunds

hen this year's Enduro World Championship drew to an unexpectedly dry and dusty close at the GP of France there wasn't anything overly surprising about the four riders that stepped forward as the year's world champions. Few would argue that the names of those that added championship bonus money to their final pay packet of 2011 were in any way shocking, especially after what happened at the season opener in Spain.

Juha Salminen put several fruitless and largely frustrating seasons behind him to claim the Enduro 1 crown. Antoine Meo built on his 2010 E1 success to deservedly top the Enduro 2 class. Mika Ahola stayed fast and consistent to bring home the Enduro 3 silverware. And in the Enduro Junior class Jeremy Joly did the honours

But of the four world champions two stand out above the others - Juha and Mika - and for good reason. At a time when the majority of Finland's enduro greats have retired from the sport and when only a trickle of young talent is working its way down from Europe's frozen north, both Salminen and Ahola remain two of the very best.

Juha has long been revered as the very best. The GOAT is what the Americans would call him. From a near silent and moustachioed youngster

(yes, he really did think it was cool to sport a food filter in his younger days) he quickly grew into the most dominant rider enduro has ever seen. Already the most successful rider ever before the start of the 2011 season, Juha has just earned himself an eighth Enduro World Championship crown.

Add to his individual EWC titles five overall world championships, one overall ISDE victory, countless six day wins as a Finnish Trophy team member and two US GNCC crowns and Juha's been there and done it more often and in more places than any other rider. From apprentice ship builder to enduro superstar, it's been one hell of a journey for Salminen. The scary thing is it's not over vet.

Mika's success as a now five-time consecutive world champion is all the more remarkable when you consider that for many, many years he seemed destined to never win a world title. Success in the ISDE came early in Mika's career but try as he might - and he certainly did - he just couldn't secure a world title. He came close during his days as a factory VOR rider but he was the perennial nearly man.

That was until he threw his leg over a Honda Racing Japanese machinery, so the record books show us, changed everything for Mika. Needing just one season to rebuild his

confidence, settle into a new team and find his feet as a rider that was now capable of delivering the goods, Mika has since hit an astonishing run of form.

Starting with the Enduro 2 class in '07, Mika achieved his first championship success - a result that helped to remove the bitter memories of no fewer than four previous runner-up championship results. Remarkably, ever since '07 Mika has kept on winning. Switching to the Enduro 1 class in '08 he went on to secure two 'small bore' titles which for a rider famed for his love of true old-school thumpers was little short of remarkable.

Then he returned to E2 and won again before this year going after the one he didn't have - an E3 crown. The injury and mechanical problems suffered by his two closest rivals certainly made his journey to a fifth world crown a little easier than they would have been but Mika again delivered everything needed to secure a fifth consecutive EWC #1 plate.

But what's truly remarkable about Mika is that he's now 38, not that you'd think it if you met him. As fit as the proverbial fiddle and as strong as an ox, it's the fact that he remains as sly as a fox that keeps him at the top of his game. And just like his countryman Salminen, I for one don't see that changing any time soon...



how to get us guffawing here at DBR Towers and he dropped another absolute classic while introducing us to Zeta's Z-Carbon disc cover t'other week. Trouble is it was that funny I forget what he actually said so this is just a tribute. Whatever, I do know that the Z-Carbon disc cover is a neat bit of kit and if you're the kind of guy or girl who feels the need to protect your front disc you need one of these in your

Price: Disc guard £89.99 Mount kit £19.99 Supplier: madison.co.uk Contact: 0870 034 7226

life, like pronto!

about the sweet-as-sarsaparilla casual range of tees n' tings so much. So let's rectify this right now – THOR TEES ARE ACE, BUY SOME!

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pair of Rip n' Roll Hybrid goggles as the lovingly crafted British made peeper-protectors handle British conditions better than anything else out there. The latest offerings from Rip n' Roll include some rainbowtastic bad boys but there are way less garish colour ways available too so no matter what your taste they've got you covered!

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2012 ROGUE RACEWEAR

Despite what you may have heard No Fear are still running strong and have all-new designs for 2012 like this stunning new Rogue stuff that comes in more sizes than you can shake a shifty shtick at. That's right I shaid shtick – get over it, then get yourshelf to your local No Fear dealer

Price: Pants £119.99 Jersey £29.99 Gloves £29.99

Supplier: decade-europe.com Contact: 01792 469811

PRO CARBON EXHAUST GUARDS

While protecting your four-popper pipe from damage is important, protecting yourself from the heat they generate is more so. It's no secret that an unprotected four-stroke pipe will burn through your riding kit, then

your skin, super-quickly so why not protect your pantaloons and pegs with a Pro Carbon pipe, pant n' peg protector! Available for most models of modern dirt bike these lovingly crafted carbon fibre products are protective and pretty – just like The Bear's big sister, Deborah! Check 'em out at www.pro-carbonracing.co.uk right about now

Price: see website Supplier: pro-carbonracing.co.uk

Contact: 07810 870975

sleeve variety. It's all top-notch stuff so if you wanna show your allegiance to the second coolest thing to ever come out of Bollington then hook yo' sen up, chuck!

Price: Jacket £80 Body warmer £50 Tees from £22 Long sleeve tee £30 **Supplier:** renthalapparel.com Contact: 01253 735395

FOX RACING 2012 FUTURE KIT

Another year and another bang-on-trend clothing range from Fox – this time their Future racewear range. Although it's not literally from the future, when compared to some other brands' offerings it may as well be as Fox's Future pushes the limits of design and construction. Check some out at your local Fox emporium today.

Price: Pants £145 Jersey £45 Gloves £28 Supplier: foxeurope.com Contact: 0191 487 6100

GAERNE SG-12 BOOTS

To coincide with Ryan MacKenna – or whatever his name is – signing for Moto-One KTM, grabbing the DBR cover and collecting a monthly column in your favourite off-road read Gaerne have produced this new

colour-line in their popular SG-12 range that's most definitely suitable for all KTM lovers and Dutchmen too. You already know how good the SG-12s are so if orange is your thing..

Supplier: mrsltd.co.uk Contact: 01423 772885



TWISTER THROTTLE TUBE

While Pro Taper are already well known for their bulletproof handlebars they're now branching out into other areas of cockpit products like this here Twister throttle tube. Machined from billet aluminium and then hard anodised, this tube is super-tough and way less likely to be damaged in a crash than the plastic stocker. Running on a sealed bearing the action feels lighter than the stock 'un too good times!

Price: £44.99 Supplier: apico.co.uk Contact: 01282 473190

ALPINESTARS

2012 TEES

After checking out Freestyle Xtreme's website for inspiration I found that they list 12 pages of Alpinestars tees – that's basically 205 awesome-looking cottony garments. Included in that 205 are these doozies which are quite literally frickety fantastic in design, fit and construction which is what you'd expect from anything that proudly wears the Alpinestars name. Check out the lot at www.freestylextreme.com right now...

Price: see website Supplier: freestylextreme.com Contact: 0117 967 2240



GREAT SWAG UP FOR GRABS WITH DIRTZONE

Every month we're going to be trawling though the pages of our dirt bike-devoted social networking site dirtZone searching for med comment, intelligent insight, pretty pics and other stuff that just flat-out makes us laugh – and then handing out prizes to the dirtZone members who've posted it up. If you've got something to share then point your PC at www.dirtbikerider.com, sign up or log in to dirtZone and get posting! There's 5,000 loyalty points for every post we publish..

COMMENT OF THE MONTH

"UNCLE EDDIE'S HAS GOOD FACILITIES LIKE CLEAN FLUSH MALE AND FEMALE TOILETS - NOT STINKY PORTABLE LOOS — AND A VERY GOOD CAFE WITH GOOD FOOD, NOT CHEAP BACON THAT ENDS UP A 50P-SIZED PIECE AFTER YOU HAVE TAKEN ALL THE FAT OFF IT."

The devil's in the detail and Paul Cooke's review of Uncle Eddie's Motor Park covers the whole shooting match from opening times to nosebag via the state of the crappers. Well done Paul, you've just bagged yourself some Muc-Off plus 5,000 loyalty points and an awesome pair of Etnies Pistons...



CHATTER OF THE MONTH

"I'M TRYING TO BUILD ANTI-ARMPUMP TRAINING INTO MY PLAN BUT I'M NOT SURE HOW WELL IT'S GOING SO FAR. CURRENTLY USING FOREARM WEIGHTS AND THOSE FUNNY HAND SPRING THINGS - ANY OTHER TIPS?"

FROM WORLD CHAMPS TO CLUBMAN CLASS HEROES. NO-ONE'S IMMUNE FROM THE DREADED ARMPUMP AND DAVID PEARSON ENLISTS THE HELP OF DIRTZONERS FOR A PRACTICAL SOLUTION...



If your dirtZone post appears on this page you'll win a one-litre bottle of marvellous Muc-Off bike cleaner* unless you live outside Britain in which case we'll send you some of Muc-Off's brilliant brushes and wipes instead.. *One bottle per member per month



PICTURE OF THE MONTH

A bit of self-promotion never did anyone any harm and 1armbaker Baker aka Jack from Bristol - has posted our Picture of the Month, a cracking shot of his badself taken by Andy Mitson from Ultimate MX Photography at Cheddar Motopark. Good work Jack and Andy.

SUPER SHOW!

I'm just on my way back to Wales after the Sheffield Supercross and as my brother's asleep and my dad's busy driving I thought I'd kill some time by sending you guys a message from my mobile.

through some highs and some lows and tonight was definitely a high. Canadians brought in as our guys proper bar-banging action.

It was disappointing that Crockard and Swordy didn't appear in the finals but in a way that just underlines my point that the racing

I know some people like to knock our version of supercross cos it's not on a par with America but I say we need to be proud of what we've got and show our support. BTW WTF is that quad SX all about?

Glenn Hughes, via dirtZone message to Dirt Bike Rider

Well put Glenn - Sutty was buzzing when he got back in the office on Monday morning and reckons it was right up there with FW's finest nights. And he's been to nearly all of them..

MEMBER OF THE MONTH

Colin Stewart is a set of Pirelli rubber better off as our Member of the Month. Offering dirtZoners solid advice on subjects as diverse as buying bikes on a budget ("...it's got to be the two-stroke - when it all goes bang a big-end kit can be bought and fitted for under £300 or so...") to dealing with a mid-life crisis ("...bright red XR3i..."), Colin's also shared his vision of a dream garage to bemused members - and what a beautifully conceived and constructed erection it would be, eh Colin?



THE MONTH IASON KIRKBY'S FILM FROM THE FINAL ROUND OF THE EASTERN CENTRE CHAMPS AT BLAXHALL IS A GREAT SLICE OF WHAT MAKES THIS SPORT SO. ER. GREAT. IT'S SUPER PROFESSIONAL. DRIPPING IN ATMOSPHERE AND IN FOLLOWING THE COLCHESTER KAWASAKI MX TEAM CAPTURES THE HUMOUR AND FAMILY-FRIENDLY SIDE OF RACING AT A GRASSROOTS LEVEL. LOVE IT!





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WIN!WIN!WIN!WIN!

TICKETS UP FOR GRABS

We've teamed up with the organisers of Motorcycle Live 2011 to offer readers the chance to win tickets valid for any day they flipping well please plus one star prize of a pair of TCX Pro 2.1 MX boots! Which they could even wear to the show – how frikkin' cool would that be?

To be in with a chance of winning all we need to know is the name of the current Maxxis British MX2 champ who'll be making an appearance at the show.

A: Paul Malin
B: Tommy Searle

C: Arnaud Tonus

D: Jack Burnicle

Think you know? Okay, pilot your PC towards www.dirtbikerider.com – or use your smartphone to scan this 'ere QR code - then sign in (or up) to dirtZone and follow the competition link, fill out the fields and hit transmit. The comp closes on November 14 with the first correct answer drawn at random winning a pair of tickets plus the TCX Pro 2.1s. The next 14 correct entries drawn at random will each win a pair of tickets...

















DELVERNG THE DIR

otorcycle Live 2011 – running from **November 19-27** at Birmingham's NEC - is heading off-road with an action-packed schedule of activities dedicated to dirt. The bespoke Off-Road Zone sponsored by DBR along with sister publication TMX will once again offer a whole host of interactive features while the Ramp'd Up Freestyle Motocross Arena returns with the added bonus of being free of charge - and with Saturday 26 November designated as Dirt Day off-road fans are spoilt for choice.

Dirt Day aims to bring the exciting world of off-road to the forefront with an all-star cast of riders in attendance including the likes of Tommy Searle and Arnaud Tonus. Paul Malin and Jack Burnicle will host a special off-road themed Question of Bikes while James Whitham's Q&A sessions will focus on all things MX.

On all nine days of the event the DBR and TMX Off-Road Zone will feature three live experiences offering visitors the chance to hit the dirt. The Yamaha Off-Road Experience is run by a team of instructors led by former motocross grand prix rider Barry Johnson who will offer

expert tuition on a specially constructed indoor circuit all on the latest Yamaha machinery.

Kids aged six and over can also get in on the action at the Suzuki Off-Road Experience. With tuition from fully trained instructors, youngsters have the chance to learn the basics of bike control and off-road riding techniques on mini Suzuki motorcycles. For visitors wanting to hone their bike control skills, the ACU Trials Zone is the ideal place. The ACU will be running twice-daily demonstrations of this highly skilful discipline followed by open sessions for visitors to try their hand at trials riding under the guidance of the experts.

After all that activity, take a seat and watch professional riders do their thing at the Ramp'd Up Freestyle Motocross Arena. Designed to bring a huge shot of adrenalin to Motorcycle Live 2011, the stunning display of daredevil riding is sure to have spectators on the edge of their seats.

Of course, the Off-Road Zone is just a small part of Motorcycle Live and on top of the dedicated dirt content visitors will get to check out a huge array of road bikes and enjoy a whole

host of interactive activities covering all aspects of motorcycling including Tarmac taster sessions in the Get On Arena.

"Dirt Day was so popular in 2010 that it was a natural decision to bring it back for 2011," says Finlay McAllan, Managing Director of event organisers MCI Exhibitions. "The T+MX and DBR Off-Road Zone is a huge part of the show for the entire nine days but to have a specific day that puts MX, trials and enduro stars firmly in the spotlight is really important.

"Add to the mix all the latest models, the interactive experiences and a stunning and highly professional live FMX display included in the ticket price and you've got a must-visit event for anyone interested in off-road riding.

The ticket price for Motorcycle Live 2011 is completely all-inclusive meaning visitors can enjoy everything the show has to offer at no extra cost. Tickets are £16 in advance for adults, £10 for seniors (65+), £6 for children aged 6-16 and kids under five accompanied by a paying adult go free.

Visit ' 2345 to book your tickets.

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WE SWING A LEG OVER

ELLIOTT BANKS-BROWNE'S DB RACING HONDA AND DISCOVER A HIGH-REVVING ROCKETSHIP THAT BEGS TO BE RIDDEN HARD...

Test by **Ryan Voase** Photos by **Sutty**

hile it's pretty much every young racer's dream to end up in the pro ranks on a big team, that dream can turn into a nightmare if the team you're riding for puts you out on a piece of badly-prepped poop that has barely enough power to pull your foreskin back let alone allow you to yank the holey on a regular basis. And believe me, there are teams like that out there who get things so wrong with their equipment it's just not funny.

One team that always seems to get its bikes spot on is DB Racing Honda. Since the start of the 2008 season when team principal David Bright gave Neville Bradshaw the perfect MX2 missile for him to chase 250F championship glory, the DB Racing Hondas have always looked to be sweet-handling with plenty of power. They certainly did Nev's career no harm as he won the inaugural Red Bull Pro Nationals MX2 championship and would have finished runner-up in the 2009 Maxxis series if soon-to-be-sacked team-mate Mikey Phillips hadn't wiped him out at the last round at Landrake when they were running 1-2 in the moto.







That incident proved pivotal for the team with Bradshaw moving on soon after – a decision which he probably soon came to regret but c'est la vie, he's bounced back now. Nev's surprise move opened the door wide open for Elliott Banks-Browne to move in and reap the benefits of the DB Racing team's hunger to win – and he has, winning the Red Bull Pro Nationals and finishing runner-up in the Maxxis series.

The majority of DB Racing's success is down

The majority of DB Racing's success is down to the integrity of the team and its members but the bike also plays a major part. The team take a bone-stock Honda CRF250, rip it to pieces and rebuild bolt-by-bolt from the ground up with aftermarket products of their choice – nothing's added to look good, everything has a purpose – so in theory it'd be possible to construct a

DB Racing Honda of your own as Elliott's dad lan Browne explains.

"Yeah, it would be possible for someone to build a replica but it would be expensive because there's been a lot of time put into it in man-hours. To build the engine and then all the development – it's a lot of time.

"The big difference is the ignition and engine work. All the engine work is done by Multitek – that's cams, gears, everything. We run a Vortex ignition, an Air4orce boot and Akrapovic pipe and the engine is really strong from the bottom – just as Elliott likes it – but there's nothing out of the ordinary. The bike is good, Steve Payne has worked on it a lot this year and he's still working on it now.

"We use a Magura hydraulic clutch and the

suspension's Ohlins. The cartridges in the forks are the same as the ones you can buy but we run the factory outer fork leg. We use Talon wheels and sprockets, over-sized Moto-Master 270mm discs and XTRIG triple clamps with a 22mm offset, then there are quite a few Pulse Racing parts used too."

While there are a lot of bolt-on go-faster goodies there's a severe lack of bling and the bike just looks functional. There's no BS about the DB Racing Honda – it's a racer and it looks like one. The only thing that stands out as being strange is Elliott's choice of handlebar bend and the position he runs them. The Renthal Twinwalls are low and quite far back in the clamps. His seat bump is also further back than you might expect.



with our regular testers – Edmund B Radley and Jeffrey Frederick Perrett – both unavailable we called former Brit MX champs and GNCC contender Ryan Voase to spin some laps on the DB Racing Honda at FatCat Motoparc. On our request the track had been left rough as a badger's arse following a weekend of practice so Ryan – who secretly tests bikes for a Japanese manufacturer, oops – could get a real feel for how the DB Racing Honda works.

Over to you Ry...
"When I got the call to ask if I was interested in testing EBB's DB Honda for the magazine I thought about it for a nanosecond before saying yes. I've been mostly sidelined for the last three years due to a wrist injury so I've done a fair bit of watching and the DB Racing Honda

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always seems to stand out to me because it has the ability to get out of the gate very well and sounds like it revs hard. It's obviously working well for EBB as he's put in some real stellar results this season and so I was superkeen to see if this bike is as good as it looks.

"At first glance the bike looks tight – very small and compact. But at the same time it looks really trick but functional with the Ohlins suspension, Akrapovic pipe etc. These opinions didn't change when I sat on it. The bars were low – which I liked – and very far back which also felt right. In fact they felt so right I moved them back even further.

"The lever set-up is fairly neutral. All the controls felt light and responsive with the Magura hydraulic clutch feeling absolutely amazing – I don't know why all manufacturers don't run these as standard because they're just so much better than a cable set-up.

"The bike fired up nice n' easy and after thoroughly warming it through I took it out onto the whooped out FatCat track eager to see what the bike was capable of.

"My first impression of the engine was 'wow'. I knew the bike revved hard from watching it at the races but this thing revs and then just keeps on revving. It felt like it never stopped producing power no matter how hard I revved it. A lot of people don't like to ride bikes like this and normally I'm the same – I like to pull taller gears – but this motor just begged to be revved.

"If a bike is top-endy you'll usually sacrifice some power down low but I was very surprised to find the bottom-end on this motor is still surprisingly strong and I was able to come out of corners in third and fourth gear even though the sand here is so deep. Overall I think the engine's very strong – it revs to the moon but the bottom-end is still intact.

"The suspension on this bike is very hard and at first I struggled with it around the rough track. But after getting a feel for it I started to ride the bike more aggressively and started hitting things harder.

"By riding harder it gave me the confidence to hit bumps and jumps much harder and I found myself making doubles out of the whoops, committing more into gnarly-rough sections with the bike just taking all the punishment and staying stable. It's definitely a pro's bike in the way that the harder you ride it the better it is. Personally I would prefer it a little softer in the first part of the stroke for the smaller braking bumps as it is it doesn't soak them up very well but with suspension there's always a compromise.

"Although stiff, this bike feels small and nimble. It's very stable in the corners and turns quickly but handles equally well down long whooped out straights. It's very easy to flick around and lay down in the corners. It's a solid performer all round in fact. The only thing I didn't like was the hump on the seat as it restricted my movement.

"The complete package really is very impressive and rides every bit as good as it looks and sounds from the sidelines. The engine is very strong all the way through and revs forever, the suspension is hard but inspires you to go fast and the chassis feels solid and stable. There is no doubt this is a pro bike and the faster you ride it the better it is. As Travis Pastrana would say 'it's one hell of a ride'."















all the way back in June and his podium at the beginning of October was his last appearance for LPE Kawasaki before his switch to Moto-One Rockstar KTM. It's an appropriate move on a couple of levels. Not only is his new team as Scottish as he is, Moto-One is also – just like Bry – on the verge of establishing itself as one of the major players in the sport.

For both Bry and Moto-One, 2012 is shaping up to be a very important season and for both rider and team boss Darren Wilson it's a jump they hope to take together.

"Next season we've got to step it up," admits Darren. "Everything's going up a gear. We're away to America for between four and six weeks at the start of the year to do all our testing and get the boys on the gas and things should be good when we get back. I'd like to think we're going to go to the British championship with a bike that's capable of winning and I firmly believe on their day we have two riders who are capable of winning."

The second rider Darren reckons could be right up there at the pointy end is Welshman Shane Carless. The 23-year-old former schoolboy champ is undoubtedly fast but a series of injuries have prevented him – so far – from reaching his full potential. And Bry and Shane are joined on the team by Scots Mark Perfect and lone MX1 rider 'Pistol' Pete Mitchell who together with Scottish technicians Bryan Connolly and Dean MacKenzie – Bry's baby bro – make for an all-Celt, Sassenach-free set-up.

That's not to say there's any anti-English sentiment in the team. When Sutty and I roll up at Bry's workshop north east of Edinburgh we get a warm welcome from the lads and it's instantly obvious that Moto-One KTM is not suffering from a lack of team spirit.

The man responsible for pulling the team together, Darren – with his highlights and inked sleeve – isn't your typical team boss and although he's prepared to dish out the odd bollocking when it's needed you get the

impression he's happier being one of the boys. He certainly shares the same love of motocross as his younger charges.

"I have a passion for the sport. I work so I can go racing. That's what I do. There's nothing else. I enjoy my work but at the end of the week it's all about going racing."

It's a passion that was stoked early on when he got his first bike aged seven before graduating to a YZ80 in 1980 and Scottish schoolboy championship races.

"I did all right in that – in my first year I think I was fourth. I won a few Scottish championship races in the schoolboys and did a bit of racing in the adults. I was never as good as my guys here but I was a good enough Scottish rider and had seconds, thirds, fourths and fifths in the Scottish championship and it was a good championship to race in when you're riding alongside the likes of Scott Gardner, the Graham brothers, Willie Simpson and Davy Campbell."

Darren has his own building company but >>





AACKENZIE

LATE BLOOMER...
After years of arguably living in the shadow of his more successful — and much more outspoken - cousin, Bryan MacKenzie has shown all the signs of being a classic late bloomer in 2011.

"This season was definitely my best but I've actually had a few good years leading up to it. If you go back to 2009 when I was riding for CAS that ended up pretty decent. And last year I went from the Husky deal at the start of the year which kinda fell on its ass a bit to doing my own thing on the Kawi and that all kinda went pretty well - that's how the LPE deal came about which obviously was my best ever opportunity and it seems to have paid off."

For most of his adult career Bry's followed the classic diehard path of working his arse off to fund his racing, often grafting late into the night as a joiner to free up time to go practising during the week. But in '09 Bry was drafted into the CAS team as a fill-in rider for injured Cedric Melotte and cousin Billy and he gave the paddock an insight into what he was capable of given the right resources.

"I did seven grands prix which is the first time I'd ever done back-to-back GPs. CAS gave me a good opportunity and I got some decent results which is maybe what started the ball rolling. GPs help build up your speed and doing back-to-back ones lets you get momentum built up. Mentally you get more comfortable with who you're racing with, you start to feel as though you belong.

"But I've absolutely no aspirations to do GPs whatsoever. If I hadn't done them with CAS then for sure I'd probably still want to have a go and see where I was at but I've had the experience and did all right and now I've absolutely no desire to race GPs – not even wildcard them. I'd rather watch.

Of course, at 26 if Bry fancied another tilt at the world championship he'd have to move up to MX1 which isn't something he's prepared to consider. Besides, he's worked long and hard to become one of Britain's top 250F pilots and after his breakthrough Maxxis podium at Hawkstone in October he clearly feels he's got unfinished business.

"It's been a long-time coming and this year I think there have been four different occasions when I've gone into the last race looking for a podium overall but something's always happened. Hawkstone was the last chance saloon for this year and I managed to put three good races in which was all it took

It's no coincidence that Bryan's first podium came during his first full season as a full-time rider, away from the strain of having to work during the week to make ends meet.

"Because Steve [James – LPE boss] gave me that chance my results got better, I was able to make enough prize money to live on and next year I'm on a slightly better deal and it's going to make living a lot easier so it'll all be about motocross. The biggest thing is just knowing you've got enough money to pay the bills. That it's not my burden to repair my bike. It's a lot to do with limiting stress - knowing you're on a good team, knowing that your bike will be fixed if anything breaks, knowing you've got the parts you need. It's a massive help.

By signing with Moto-One Bryan's jumped ship from a bike and team he knows to a fairly new set-up and a marque he's never raced before but all the early signs are that it's a gamble that's paying off.

"I'm really impressed with a lot of things about the bike. There is some work to do to make it suit me a little more ergonomically with it being a European bike so we're going to have to fine tune it to my riding style but I'm looking forward to it. Everyone who rides KTM seems to go better.

"Kawasaki were keen to keep me but Darren got in first. He said that he felt I was going to be on everyone's shopping list and he said he liked me and my work ethic and the way me and BC just got our heads down and got on with it. So he made me an awesome offer. And I was more than happy to ride KTM with a team that's based around home. That made a big difference.

With Jake Nicholls racing in Holland next season and a question mark still hanging over whether defending British champ Arnaud Tonus and his Bike It Cosworth Monster Energy Yamaha team-mate Zach Osborne will contest the domestic championship, 2012 could throw the Maxxis series wide open. But Bryan knows he can't take anything for granted.

"The way Osborne and Tonus have been going this year [if they race the British next year] it's going to need luck on our side – and by 'our' I mean the whole field - because those two are definitely a cut above us. But we've got all winter to chase their speed and get on their level. They've got time to improve as well but those guys are so fast they can't improve much more.

"And if those guys move out then I've got to race Elliott, Mel, Bradshaw. Everyone needs to set their sights on Osborne's and Tonus' speed and if they're there we should be ready for them and if they're not we'll just have to race each other.

"My next logical step is to win more at the Red Bull – races to start with and hopefully the championship will follow – and in the British I'd like to finish top three in the championship and win races. I'm not going to say anything stupid like I'm going to dominate the world, I just want to win some races."

SHANE CARLESS

WELSH WONDER...
"I rode for Darren in 2009 and we had a good year, in 2010 we went our separate ways but in 2011 I made a comeback for him. I haven't had a good season this year but hopefully in 2012 we can have a really good year. At the beginning of the year we went to Spain to test and I was riding really well but at the first round of the British championship I dislocated my left shoulder, tried to come back and dislocated it again so it's been a pretty tough back and dislocated it again so it's been a pretty tough season. But I've had an operation on it and hopefully it's 100 per cent now.

"There are a lot of good boys next year in the British championship but I've beaten everyone of them. The goal is to get a good bike together and train hard and hopefully finish top three in the British championship.

"Me and Bry get on well anyway but obviously I want to beat my team-mate. It should be a really good year.
All the lads in the team are really good to get on with and Darren's awesome as a boss. As the only rider in the team who isn't Scottish I get the Mick taken out of me but to be honest I find it hard to understand what they're saying. And we're way better than them at rugby.



MARK PERFECT

SCHOOLIE CHAMP...
"I've won the Scottish championship three times in the schoolboy 125 class racing a 250F. This year I went with Darren and had another go at the BYMX and the MXY2 and we had some good results. We pulled off a couple of thirds and only missed the podium with bike problems.

"Next season's going to be a big year for me. We raced the last round of the Maxxis at Hawkstone and it was a big wake-up call so I'm going to knuckle down, learn what I can from Bryan and hopefully we should get some decent results.

Tve spoken to Darren and we want to by the end of the year hopefully break into the top 15 but as far I'm concerned I want to just try and score points and once I've done that look to improve the goals.





branched out into selling MX clothing online six years ago when he launched Moto-One. This in turn led to him forming a race team for the 2009 season and despite a string of injury problems his passion – plus an ability to attract solid sponsorship - has seen him come a long way in just three years.

'I signed up with Shane and James Hutchinson back in 2009 and both were on fire at the start of the year. Then young Hutchy went to the first round of the schoolboy championship and broke his wrists and he was finished for the year. We carried on with Shane and had a real good year together and almost won the Under 21 championship.

'In 2010 we set out again with Shane and James. Shane and I then parted company so I went to the first round of the British MX2 championship at Little Silver just with James and he broke his ankle in the first race so I hooked

up with Josh Waterman when he left Husqvarna and we carried on until the end of the season.

"This year we started off with Shane, David Goosen and Wayne Garrett. At the first round of the British championship at Little Silver I lost both Shane and David. David's never been back all year - he had to go to Estonia for a full knee reconstruction. Wayne kinda held the team together for a long time - he was winning absolutely everything in Ireland - but then he broke his shin and that was his season finished."

When Shane came back from his shoulder injury he started to show his class with some good results in the Maxxis and Red Bull series but it was by signing Bryan that Darren signalled his intentions for 2012.

"The day that I signed Bryan I had the biggest smile on my face ever because I've watched him the last four years get better and better and better. We've talked briefly before about having a

deal but when I saw him at the start of the year I made my mind up there and then that I was having him. We had a deal thrashed out back in June at Desertmartin.

"Now everything's taking shape. We have every single product that we need. Madison are behind us, Alan at MXM is doing our graphics, KTM has more or less agreed on our budgets for next year. I think we're finally starting to get taken seriously. And we've got a deal with Rockstar again for next year. It's good to have such a high-profile brand at the back of you and it also helps bring onboard other sponsors.

Among his new sponsors for 2012 is steeplejack company Pendrich Height Services which as well as providing backing is also bringing a rider to the team - 18-year-old Mark Perfect who will be making the jump to national adult competition after a successful schoolboy career north of the border.



AN. CENINED

Bry's long-time sidekick and spannerman BC also joins Moto-One for 2012 and – just as is the case with his throttle-twistin' mate - the move represents a step-up for the 28-year-old.

"I'm sorta chief team technician and also I think I'm going to take care of all the product orders and spares so Darren can concentrate on working day to day. I've run a workshop before but not to the extent I'm going to do now. It's going to be pretty much me and Deano in the workshop full-time.

This year I was full-time with LPE which was awesome. It's the first chance I've had to be paid and not have any money worries. In the past I've been lucky that my dad loves the sport as well and has his own business so he's let me take days off to do the bikes. So I've kinda been doing Bry's bikes full-time since 2006.

"I'm really looking forward to next season and we're getting an early start and getting organised already. We're off to America in January so hopefully we should come back super-prepared and ready to come out swinging at the first round and pick up where we left off. Bry's always had this potential. He was solid all day at Hawkstone, dealt with the pressure and didn't put a foot wrong. I think that's the best I've seen him ride.

To be honest I'm never going to make a great living out of bikes and maybe one day I'll take on my dad's business but not in the near future as I'm having a lot of fun just now. Hopefully we'll keep this going for a few more years."





"It's a big opportunity for me and definitely a step up. The atmosphere in the team is great. I moved down to Edinburgh so I could practice with Bry and he's not been able to get rid of me. My resume isn't all that

impressive but Darren says he sees something in me. "Next year all I plan to be doing is training, riding and racing - full-time. It's kinda what I've been doing this year but when you're on your own bike and doing everything yourself you don't really get that much time. You always seem to be cleaning filters and changing tyres. So it'll be nice and easy next year.



"Mark has potential but he's just missing the last piece of the jigsaw. The British championship is going to be a baptism of fire for him. He's under no illusions what he needs to do over the winter. And riding with Bryan's going to be good for him.

Obviously, Mark – along with the more experienced Pistol Pete - is bringing some of the folding stuff to the team. But in the three year's Moto-One's been going to the races Darren's consistently shown a desire to support up-and-coming talent, starting with James Hutchinson and continuing this season with schoolboy hotshot Alexander Brown.

Darren's still pulling a deal together for next year for the 10-year-old but he's confident he can secure the services of the latest exciting talent to emerge from Scotland.

"I have almost got an offer sorted out for

Alexander. He's a cracker of a lad and he's a nice guy. I'd like to think they will stay with me. Alexander's father is pretty switched on and he's got Scott Gardner through Planet Suspension at the back of him as well and Scott's got a bit of history in the sport and he knows how it all operates.

He's going to get a bit of media coverage othrough the team. It's a good foundation for him to be starting off his career. I've got big hopes for him next year. He's probably a wee bit bigger than that 65 this year but when he goes onto an 85 I think you'll have to look out for that wee guy. He's a serious, serious boy. He saves all his pocket money every single week - and this is no joke - to go to America to race. That's what his long-term plan is. But hopefully we'll be able to thrash a deal out with him - I'm quite confident we can do that."











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STEVE DIXON ON ARNAUD...

"He has been really nice to work with and comes from a nice family, it's been a pleasure. The results have come really good. It's one thing to get results with a rider who's hard work but to have results with a rider who's sort of easy and wants to try as hard as you do, it's even more beneficial.

"We've been rewarded with a factory deal for next year and Arnaud has been a key part of that campaign of us getting recognised by Yamaha. The British championship has been a dream. We've won all the eight rounds and we finished first in 23 out of 24 races so, I mean, that's pretty good...

"The mechanics have been fantastic — everybody has pulled through and stepped up their game so we could ride Arnaud along with Jason and Zach. A lot more will be expected of us being a factory team next year, even though we try our hardest now. It's not going to make any difference to our work ethic — it just means we can do our job a little bit easier with more money coming in."





my own thing so that's mainly the reason why I haven't been on the podium and I lost two good opportunities this year. Also that idea of wanting to do good, being on a new team and all, got into my head a little bit so I know exactly what I'm going to work on for next year..."

DBR: This year you were on the same pace as your team-mate. How was it having your main adversary right beside you every time?

AT: "Zach is a very good guy and we get along really well. We were battling in every single race so we had some aggressiveness going on while on the track although it was nothing like that

on the track although it was nothing like that when we weren't racing. Battling at the same speed until the end in the British only made us improve for the world championship."

DBR: Did you expect to win the British championship?

AT: "Well, the goal was to be at the front but to actually win it? It wasn't a goal before the end anyway because I had a good battle with Zach going on. It was a shame he had a problem [Zach's season ended with an injury at round six of the series] otherwise it could had been until the last race. It was good for the team — I believe

between me and Zach we won all the races [bar one] in the championship."

DBR: How was the Maxxis championship experience for you? What do you think of the British riders?

AT: "The crowd is really involved in the sport — they're very passionate, they keep it very much alive. There are a lot of highly professional teams. The quality level overall is impressive. I was really surprised as I've even got fans here — they don't care if I'm Swiss, they just like me as a rider, for what I do on the track.

"There are some great riders in the Maxxis, especially when they're riding on their own local tracks. They know the tracks so well, they're very fast there – I could see that. It makes it challenging for me and I had some pretty good battles with them. I used to ride in a lot of different championships – in France, Germany, Switzerland – but I was impressed with the level here, I think it is one of the best national series."

DBR: And how about the tracks? **AT:** "Overall the tracks are great. The preparation and the maintenance, everything is highly professional. It's hard to pick a



has become one of the most well known brands on the market. The 'Big G' brand is now a very common sight around the MX scene and is growing year on year. The boots have been worn this year by Martin Barr who has achieved some fantastic results in the Red Bull and Maxxis series, Bryan Mackenzie who won the British Master MX2 Class. Ryan Houghton who collected the British MXY2 class this year and various others, MRS and Gaerne would like to congratulate all our riders this year on their fantastic results and hope 2012 will be just as good!

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favourite – every weekend was good but if I had to choose it would be the Scottish one in Duns."

DBR: How about the Swiss media – do they know that you are British champion?

AT: "I don't think so. Swiss only get news about me in my local newspaper in Geneva and through the guy at 'Le Matin'. They speak much more about Julien [Bill] than me. There's still no Swiss journalists coming to the world series regularly, let alone the British. They don't know how it all is and actually Switzerland will have a couple of riders doing GPs next year so I think that it could be a good experience for them – it would definitely do some good for the sport there."

DBR: At the beginning of the season you said you had to improve on your attitude when racing – are you a more aggressive rider now? **AT:** "I think I changed that a little bit but it still

goes down to my personality. I'm very smooth in my riding although I know that there are no friends on the track. It's just my style, I know I have to improve on that more but I'll have the whole winter to practice with my uncle who's a professional full-contact athlete – that will surely help [laugh]!"

DBR: Are you doing any supercross during the winter?

AT: "Yeah, I'll be in Bercy and Geneva – those are the main ones for me. I might go to Genova also. I love riding supercross, it's a good change and motivates me for next year. I'm going to do it on the 450 so that will be a good experience for me, especially in Geneva where we ride all together so I want to have a good start there."

DBR: So, the 450 at the MXdN – how did it feel riding against the same guys you had in MX2 all year?

AT: "It was great riding with them but mainly to ride at the Nations on the Swiss team. Unfortunately, I wasn't 100 per cent as I was still recovering from being sick during the week. It was tough physically to ride it. I tried to ride smooth and I think I did less than I could if I was feeling better. It's a completely different bike and it's hard to change everything in one race but we could see that guys like [Gautier] Paulin or Jeffrey [Herlings] were really fast on those bikes so the MX1 will have a strong line-up in the future."

DBR: So when will you change to the 450 for good?

AT: "I still have another year in MX2 so we will see after next season. I'm still having fun on this bike and I need more experience. I'll use it for the SX as it is all about the holeshot and short motos. It's a physically demanding machine so it's going to be good training anyway."

SMALL BUT PERFECTLY FORMED, THE CAGIVA FACTORY TOOK ON THE MIGHT OF THE JAPANESE WITH NO SHORTAGE OF SUCCESS...

Words and photos by Jack Burnicle

he recent passing of Italian businessman Claudio Castiglione, boss of MV Agusta, severed an important connection with some of motorcycling's most iconic marques including one relatively small but very successful one.

Claudio's dad Giovanni originally founded a little factory manufacturing metal components in 1950 at Varese, 35 miles north of Milan. He called his company Cagiva by using the first two letters of his own names and the place he built the business. His success, combined with a family enthusiasm for two wheels involving his two sons, led to them buying a factory in 1978 from US giant Harley Davidson.

Sited at nearby Schrianna, this Harley plant built Aermacchi motorcycles. Aermacchi had a rich racing tradition and the young Castiglione brothers instantly followed suit, hiring Italian road racing stars Gianfranco Bonera and Marco Luchinelli to ride for them. In 1979 they entered motocross with a 125 ridden by Renato Zocchi and in 1980 Virginio Ferrari debuted their 500 road racer in the German Grand Prix.

In 1981 the bold brothers entered MXGPs, Georges Jobe's Belgian mate Alain Lejeune finishing 10th in the 125 world championship. The following year big Russian Yuri Khudiakov improved the 125 Cagiva to eighth overall and they also scored their first road racing points. Suitably encouraged they moved the tall, mad Khudiakov to 500cc MXGPs. It was a short-lived assault although a couple of early season seventh places proved the air-cooled 500 competitive against the Japanese hierarchy. Meanwhile, Lejeune - who would tragically commit suicide a few years later - finished 10th again in the 125 GPs

The tiny Italian concern took a huge leap forward in 1984 when Coraddo Maddii and Finnish teenager Pekka Vehkonen both scored consistently in 125 GPs, Maddii mounting the rostrum five successive times before registering Cagiva's first grand prix triumph at Baldasserona in San Marino. Coraddo won again in Sweden - edging a tie-breaker with Michele Rinaldi's Suzuki - and went into the Luxembourg finale with a mighty 30-point lead over Michele. Then in one of the sport's most poignant moments Maddii collided with another Italian. Michele Fanton, while practising starts. The impact shattered Coraddo's shin and in his absence tearful grand prix winner Rinaldi stole Suzuki's 10th successive world 125 title by three points. Cagiva's consolation was a British 125 title won by Paul Hunt

who also finished ninth in the world.

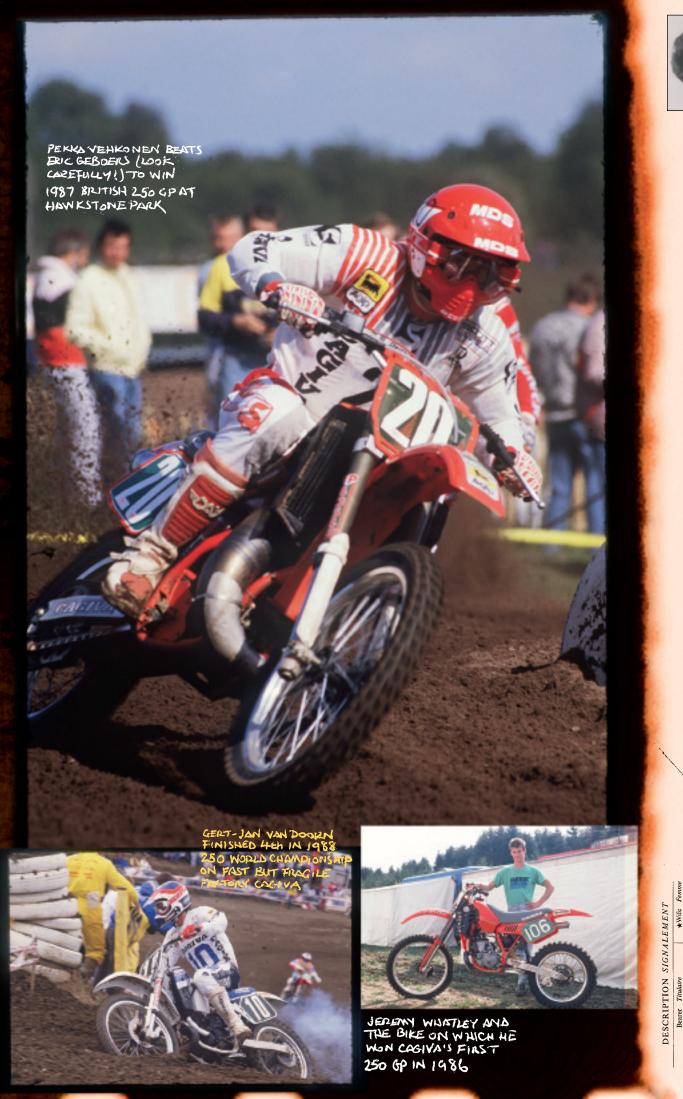
But Cagiva were not to be denied. Vehkonen, injured midway through the season, sprang back into contention in 1985 alongside Maddii in an enthralling three-way contest with the Honda-mounted Jeffrey Herlings of the day, 16-year-old Davey Strijbos. Coraddo won at Faenza and was also victorious in France and Yugoslavia - three of the opening five rounds - before Vehkonen hit his stride with a double race victory and his first GP win in Czecho. Pekka then lost a tiebreaker to Strijbos in Poland before heading a Cagiva one-two from Maddii in Argentina's penultimate round.

Strijbos had been docked points by the FIM in Germany for changing machines between races so Vehkonen led by nine going to the final race at Belo Horizonte in Brazil. This time there were no tears. Vehkonen and Strijbos traded race wins and the Finn, victorious in another tiebreaker, took Cagiva's historic first world championship and broke Suzuki's stranglehold on the class! Paul Hunt secured his second national crown and incidentally Luis Gallach Albert Cabestany's current world trials minder also won a second successive Spanish trials championship that year on a Spanish Merlin which used an air-cooled 350 two-stroke Cagiva engine and was marketed as a Cagiva in Italy and the UK.

On to 1986 and Cagiva expanded into 250GPs with lone Englishman Jeremy Whatley. Despite missing the first two rounds with a broken collarbone, the reigning British champ won Cagiva's first 250 grand prix at Povazska Bystrica in Czechoslovakia and finished second overall at Farleigh Castle and Rothenthurm in Switzerland. Kristian's dad climbed to fourth place in the world while a mighty Cagiva trio of Strijbos, Vehkonen and Massimo Contini won eight out of 12 125 GPs. Four fell to eventual champion Strijbos and two apiece to his team-mates, who tied for third place in the series behind Yamaha's John van den Berk.

In 1987, while Contini clinched an Italian Grand Prix hat-trick for Cagiva, Strijbos won in Belgium, Bulgaria, Switzerland, France and at Valkenswaard. But a crucial no-score in Finland meant the fair, curly-haired Dutchman from Oss narrowly lost out in the championship to his life-long school pal van den Berk. A similar story unfolded in 250GPs where Vehkonen lost out in a scalding season to arch-rival Eric Geboers (Honda). Pekka won thrilling duels in Belgium, Brazil, San Marino and at Hawkstone Park but it wasn't enough. Second again!

The final 250 grand prix in Sweden saw another dashing Dutchman, Gert-Jan van Doorn, >>



was armed with his mum's Kodak Brownie camera.
After art college he mixed life as a graphic designer,
magazine art director, photographer and part-time art
college tutor with motocross and photo-journalism.
Now he's a commentator, painting pictures with words.
He never did get a proper job...

Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, node it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he British MX journalism. Born in Billingham, County Durham, to JACK BURNICLE is the godfather (our words, not his) of

Usual signature of bearer TOUK BIMING (K.

Usual signature of wife Signature de sa femme

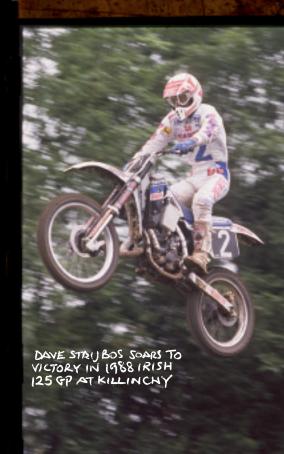
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Occupation GRAPHIC DESIGNER Place of birth BilLINGHAM

Date of birth 9/4/47









finish runner-up to Geboers on his Cagiva debut and 'GJ' joined Vehkonen and Swede Jorgen Nilsson in a powerful factory squad for 1988. Yet again Vehkonen – winner in Germany, Venezuela and Yugoslavia – was frustrated in his bid for a 250 title, this time by van den Berk, while van Doorn won Sweden's final round to finish fourth overall. Meanwhile, the 125GPs were simply epic. While Contini and outrageous Californian newcomer Mike 'Gunner' Healey finished top six for Cagiva, Strijbos was locked in mortal combat with skinny French newcomer Jean-Michel Bayle (Honda). Despite questionable French tactics, mainly involving Bayle's brother Christian, Strijbos held his own in a colossal contest.

JMB won Italy's opening round at Castigline del Lago. They then tied, winning a race each at Genk in Belgium before Strijbos achieved his personal Dutch 125GP hat-trick with a resounding double at Mill. Schwanenstadt in Austria was next and the tiebreaker this time went the Dutchman's way. Bayle hit back in

Spain before Strijbos won another tiebreaker – with Honda-mounted Maddii – at Povazska Bystrica! He then beat Bayle into second place in four successive motos at Beuerne in Germany and Killinchy in Northern Ireland. Bayle retaliated in a boiling atmosphere at Blargies in France before Strijbos responded in Finland to carry a seven-point lead into the final confrontation outside Geneva, Switzerland.

Bayle won the first moto with Strijbos locked back in fourth place behind KTM duo Alex Puzar and Bob Moore. They were now dead level but Bayle won that drastic final race ahead of Strijbos to snatch his first world title from the Dutchman by three points – the same margin that had denied Maddii and Cagiva four years earlier...

Then, abruptly, Cagiva left. They had bought out Husqvarna and decided to focus their MX effort on their new acquisition. In fact, the only time I met Claudio Castiglione was when Jacky Martens clinched the 1993 500cc world title for

Husqvarna – back in Geneva, where Strijbos had been so cruelly robbed five years previously. Ever the enthusiast, he asked me to send photographs of his young son astride the winning machine! But Claudio had also bought Ducati in 1985 and, using their 750 V-twin engine, produced the Cagiva Elefant which Edi Orioli twice rode to victory in the Paris-Dakar Rally, in 1990 and 1994.

Cagiva continued road racing to great effect too. Ex-world champ Eddie Lawson finished sixth overall in 1991, then won their first race – in Hungary – the following year. And in 1994 fellow American John Koscinzki climaxed Cagiva's David and Goliath exploits against the Japanese giants with seven podiums, victory in Australia and third place in the 500cc world championship.

Then, having acquired MV Agusta, Castiglione pulled Cagiva out of racing to concentrate on his other brands. But that little components factory from Varese had taken on the world and won 40 grands prix in 10 years!



EASTBOUND DOMESTICATION OF THE PROPERTY OF THE

SUTTY TRAVERSES THE M62 TO INADVERTENTLY PUT THE **** IN SCUNTHORPE...

Words by Sutty Photos by Steven Baldock and Tim Coles

ith the RMX450Z's freshly fettled cooling system all ready to rip – courtesy of GMX Radiators, SFS Performance hoses and Engine Ice coolant – and my broken plastics held on with zip ties, duct tape and bubble gum it was off to Scunthorpe for the last round of the Short Track UK Club Championship.

After a late start to the season and with some injuries and whatnot this would be my first run out in the club champs and only my second ever short track meeting – before not-so-sunny Scunny I'd made my flat track debut at the Leicester GNC short track, raced the Kings Lynn GNC TT and then mullered m'sen at the non-championship Tir Prince half-mile.

Just like in Wales conditions were definitely on the moist side at Eddie Wright Raceway too. In fact they were so wet that the Scunthorpe Speedway promoter wanted to call the whole thing off and even went so far as cancelling the medics to make sure we couldn't wreck his track. By the time Boastie had talked him round, rebooked the medics and the medics had turned up in their little ambulance of love it was a little later than planned but the enforced break had given the track chance to dry out a little.

That said it was still a bit sloppy on top of the hardpack base for practice but that just made the speedway-style slides seem easier with the Maxxis DTR-1s offering just the right amount of grip until I got a bit too cocky and went into turn three on my ass and elbow, the abrasive shale surface ripping through my Fox shirt in a nanosecond and deep into my elbow.

Unlike at the GNC rounds where you get three heats to try and get enough points together to qualify for a semi and then the final, the club championship offers three heats followed by a

double-points heat so it's more like motocross in that each moto/heat counts towards the end result unlike the GNC which is similar to a supercross format.

With 12 riders battling it out for three trophies in the 'R' class – or pirates class as I prefer to call it – the racing was gonna be tough. We'd each get a start from the first, second and third row with the positions from the first three heats not only counting towards the overall score but also deciding gate pick for the double-pointer as well.

My first race started from the back row which I knew would make things tough as no matter how good my getaway I was about to get badly roosted. After some start straight carnage at the first attempt the race got away second time around without problems. The track was still very slick and passing was difficult but I managed to pull through to fifth by riding steady, knowing that I still had a second and front row start to go.

Heat two saw me move up to the outside of row two – the part of the track with the best grip which meant I was about to get a good start. I had two options – I could either try a big blast around the outside which would ve been stupid or try and squeeze down to the inside of turn one and turn under the front row starters while utilising a large puddle to try and splash everyone else behind me. Hmmm.

It kinda worked and I got away near the front of the pack, made a couple more moves and ended up finishing second in that one which was a good result. With two solid results already in the bag and one more ride from the front row to go I was feeling good going into race three.

My plan for this heat was simple.
Yank the holey and then go hide from the pack, except it didn't quite go to plan.
The holey was yanked without problem

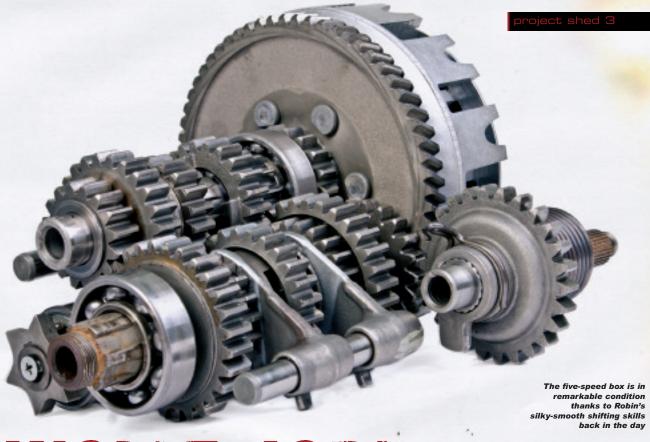
but early on Andy Riley – a former British grasstrack champion who absolutely schooled us all, all day – came past followed by Steve Baldock and Paul Baleta who had his sweet-looking LC4 KTM hooking up out of the turns like a good 'un. Having gone from first to fourth without putting up much of a fight I was seriously gutted with myself and went back to the van to give myself a good old telling off.

But having beaten everyone bar Andy Riley at one point or another during the first three heats I was sitting second overall headed into the double-points paying race which I was pretty pumped about. The added bonus to this was that I'd get second pick for the start which would ensure me a gate position on the ever-drying sweet section of racetrack. The question is would I get gate three or gate four?

Riley really surprised me by picking the outside gate which gave me no other choice but to go to his inside - it's like he almost wanted me to get the holeshot or something. And if that's what he wanted, that's what he got because coming out of turn two the fat bloke on the #35 Suzuki was out front and on the gas. With the track much drier and much faster than earlier on the RMX was a little under-geared and hitting the rev-limiter midway up the straight between turns two and three but in fairness that wasn't my biggest problem. My biggest problem was that my balls simply weren't big enough to run the pace of Riley, Baldock or Baleta who all found a way past before the finish, again!

Still, when the points were tallied I'd done enough for third overall behind Riley and Baldock which meant I even got a trophy! The downside to winning a trophy is that I've now got a picture of Ade Collins sitting on my mantelpiece — who'dathunk I'd be admitting to that one six months ago...





INSIDE JOB!

IT'S TIME TO DELVE A LITTLE DEEPER THIS MONTH INTO THE INNER WORKINGS OF THE YZ465H...

Words by Rob Bayman Photos by Andrew Walch

or many restoration is the purchasing and bolting on of new replacement parts to restore the subject to something closely resembling its former glory. But Project Shed 3 is a resurrection project rather than a restoration project and we've plans to race the bike once finished.

New or replica parts are usually cosmetic additions and don't produce a reliable bike. PS3 is slightly different as the donor bike was virtually complete to begin and – like Lulu – in amazing condition for its age. But consideration has to be given to the dependability of the aged metals, plastics and rubber parts.

The Japanese dominance of the '80s rolled out lots of new technology to the masses and this 1981 YZ465H was the start of my passion for two-stroke engineering. Everything appeared revolutionary aboard the YZ – a big-bore, single-cylinder powerhouse introducing short-lived experimental technology in abundance. Cast-lined combustion engines with beautifully engineered internals made from superior finished metals and, never to be overlooked, the stubby clutch blade.

The sturdy Yamaha aside, '70s Honda Red Rockets and early Kawasakis had already experimented with chrome steel bores as well as the early electrofusion or Molybdenum coatings which evolved into the industry-standard Nikasil plating of today. But back in '81 Yamaha continued with the cast iron cylinder of the era where aluminium was cast around a pre-made cast iron core liner for the fins and ports, fusing the two metals together as one lump.

The production barrel then required some intricate machining processes to achieve the tight tolerances of the finished item. The cast iron core system had its advantages. Coated steel piston rings would erode the interference tolerance between the piston and bore gradually and, regardless of minor internal damage, recovery was simple as the cylinder could be re-bored slightly oversize to allow a slightly larger piston assembly to be fitted – usually just 10 thou of an

inch (.25mm) greater than the last sizing to replenish any sloppy tolerances.

The process would marginally increase the cubic capacity of the engine, though few could notice the difference and merely felt they had recovered lost horse power. PS3 had an early re-bore – this was, if I remember rightly, because I had new oversized pistons in the spares kit but no more rings and the re-bore could be done for free on the lathe. I now know it was wrong to conduct such practices but I was a kid doing everything myself without any funding.

Our experts at PJ Motorcycle Engineers were bemused to find I had bored the 465 on a lathe, dressing the bore with a spring loaded glaze buster and cleaning the port edges with a rat's tail file. I probably lost 5bhp through my ignorance but it seemed an obvious and inexpensive solution at the time. Fortunately, plenty of meat remained on the cylinder wall and the team at PJ have now bored the cylinder to suit the piston they supplied, making the 465 a 471!

The barrel and head were showing the cosmetic failings of time and as I favour the exotic 'works' look opted not to coat the top end after vapour blasting the remaining traces of paint. This will be covered in greater depth when we piece the motor back together in our next PS3 feature.

Deeper in the mill, the 465 has a five-speed gearbox and I recall it to be smooth with a well-spaced ratio although it was considered by aggressive or professional riders to be weak, particularly third gear as my former practice buddy Pete Mathia pointed out. Pete was no stranger to replacing third gear as frequently as every two months and — even worse — is looking forward to riding the bike on completion. After studying each gear I see that I had barely polished the teeth on my gears so our 465 has no such problems — yet!

For years I have quoted that 'gear oil is cheap and gearboxes are expensive' but an engine producing torque as high as the Yamaha would soon find any weakness in a gearbox — regardless of oil changes (although neglecting oil changes

would speed any gearbox to premature death). Yamaha appear to have responded quickly to the weakness and upgraded to the four-speed box in 1982 for the 490J.

The virtually identical engine was interchangeable in many ways – using the same crank with a slightly larger bore – and most advancements were on the suspension. Indeed, today the 490 motor is used by many who race a 'H' but as the rising rate suspension linkage puts the J in the evolution rather than twinshock class it's just the motor that's sought after.

The crankcases, while in remarkable condition, have been powder-coated and new seals and main bearings fitted – again courtesy of PJ Motorcycle Engineers – which is an essential part of any engine rebuild. In order to have the crankcases powder-coated everything single component was removed including the clutch arm bearings which required special bearing extraction tooling to avoid damage to them.

Even after experiencing some hardship in splitting the mill we still had the gearbox out and on the bench within 30 minutes. The crank – in need of pulling apart for a new big-end – posed another problem as our 15-tonne press was not powerful enough to make any impact beyond slight creeping on the crank pin.

Complete cranks are plentiful on eBay and became a real consideration as we struggled to find a genuine rod kit but, even then, you have little knowledge of the true condition of a used item and transporting would almost definitely knock a crank out of shape if not packed correctly. Fortunately, the team at PJ were again able to help with a rod kit and kindly pressed and trued the crank for us.

Many descriptions of crank balancing exist but the reality is that cranks come from the factory already 'balanced' – it's the quality of truing that's an essential element. An untrue crank can lead to excessive vibration which makes your hands tingle when riding the bike as well as thrashing the life out of the main bearings or crankcases.



OF MARC DE REUVER TEARING UP THE TRACKS OF BRITAIN ON A LANES KAWASAKI AS THE EXCITING - AND EXCITABLE -DUTCHMAN TRIES TO KICKSTART HIS CAREER...

Words by Jeff Perrett Photos by Nuno Laranjeira and Sarah Gutierrez

fter some difficult years the immensely likeable Marc de Reuver is looking to the UK for salvation and to put his career back on track with Lanes Kawasaki.

"I really love England," says an excited Marc as we chat thanks to the wonders of Skype. Thing is, Marc always seems excited - at least that's the way I've always known him to be since we first met. I've got a lot of time for the Dutchman - mainly because he's always found the time for me.

As far as I'm concerned he's a top bloke but above anything else he's a real character who oozes personality and that's what I like in all things living - and living is one thing Marc takes a great deal of joy from.

He's always on the go, always smiling, always chatting at hyper speed and trying to make the most out of any given situation he finds himself in.

"I was really hyperactive when I was young, still am. If you give me a can of Coke I'll jump around the house, man, I've

always been like that. I never slept in the afternoon as a child so my parents got kind of tired of me! My mother absolutely still sees me that way. They've given up trying to calm me down. As soon as I open my eyes I'm wide awake and I always start the day in a good mood.

With such an active child it stands to reason they had to do something to occupy his mind and get him out the house - for everyone's sanity. Naturally, he was into everything young lads are but with a history of MX in the family it didn't take long





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"I went to America when I was injured in 2003 with Bobby Moore because I thought that was the place to be but I don't regret my decision not to ride there at all. It was the best decision of my life. I hate America. When you're a kid maybe it has more of an appeal but as you get older you notice things that annoy you. I don't like the mentality over there, it's just not me."

"I know people will laugh when I say this but I don't care. Herlings is just pinning it everywhere when he rides the sand, it's not really technique. Five metre high bumps – he doesn't care, he just holds it flat-out. He doesn't read the track like Everts would for example, he just aims and shoots but he's not lucky, he's skilled at it because he doesn't crash. We were training at Lommel one time and he was riding behind me and he said 'man, how did you get those lines, they are so good'."

before he had thrown his leg over his first bike and he was up and running on a promising motocross career.

A string of injuries have stopped Marc fulfiling his true potential

"My father did motocross when he was younger with his brothers and when I was five years old I got a Yamaha PW50 and I think that was just to give me something to do because I was so active. I think it was meant to calm me down - it didn't! I did club events for a year and then the following year I was Dutch champion."

So it's fair to say that Marc is a naturally gifted rider. It certainly takes a lot of balance, throttle control and technique to ride sand like he does. Most of us have ridden in the stuff and we all know how it can catch you out like a freak wave and tip you overboard.

"It's funny that I became a good sand rider because when I was little I always used to train near my home near Amsterdam and that's not such deep sand like Lierop and Lommel and further south. So I don't know how I got as good as I have. Yeah, for sure, we used to travel south and race but it wasn't like I was riding deep, deep sand all the time.

'I learned the basics of sand riding just through advice from my family and friends, you

know, keep your feet up and stuff like that but I never had coaching or lessons. Being tall maybe helps a little too but until I was 15 I was the smallest in my class and then I think I grew 20 centimetres in two years or something. My mum has kept all the magazines from when I was young and it always says 'the small guy from Amsterdam'.

That small guy grew big quickly, not only in height but also stature and soon everyone involved in motocross in Holland had heard of Marc de Reuver. To be fair he's the type of bloke that's almost impossible to ignore and with his talent it was obvious that he'd soon be having a stab at the world championships. To those in the know it came as no real surprise to see him run near the front at his debut home GP or two years later pick up a factory ride. But what has been a surprise is that Marc's never really fulfilled his true potential.

'It was 2001 when people at GPs really stood up and noticed me. I was third behind Eric Eggens and Jamie Dobb at Valkenswaard. I was 18 which was really young then. Now those guys like Roczen are Herlings are even younger it's crazy, eh? It's more and more a young



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man's sport. The thing is I'm 28 years old but I still think like a youngster even if at times I don't feel like it. I've had a lot of injuries but I still believe I can win and be competitive. Look at Dobby – he won a world title at 30.

"When I got the factory KTM deal with Kees Van Der Ven in 2003 everybody's expectations were high. I was leading the world championship that year when I dislocated my hip. It was my first major injury so that was a bummer and since then I've just never been able to get a good run going again, there's always been injuries.

Marc has had his critics down the years and he's been tagged as a 'party boy' and a rider who lacks commitment and work ethic. As jovial as De Reuver always is, underneath is a racer

who's determined to prove something. Not to his critics as such but to himself. For a guy who comes across as so confident there have been some low times over the past few years and he even went public and said that his confidence on the bike was shattered and that he was just hanging in there trying to ride through it.

I think it takes a brave man to admit a weakness, especially letting it all out there for his critics and rivals to hear. I respect him immensely for being honest and wish more people in this life were - the world would be a better place for it. Knowing that Marc is upfront I ask him if he ever contemplated throwing in the towel on his motocross career.

'Oh many times man! The worse times were

in 2004 when I had bleeding on my brain and then I was momentarily paralysed down one side. The biggest moment was in 2009 when I crashed, broke my back in three places, my pelvis and dislocated my other hip. I was spitting up blood big time and then I was like 'it's over man, this is too much' but slowly and surely I've told myself it's not and I still want to prove what I can do, mostly for myself.

[In the last year] I've had four major operations, torn ligaments in my ankle, broken my nose and also a ligament in my knee so naturally I've asked myself 'what the f*ck am I doing?' but I'm not done yet, I'm not done. I still believe if I have an injury-free year I'd be able to run near the front. I could battle with





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De Reuver on...

"I hate the GP tracks. Something is going wrong. So many top riders are crashing and getting hurt. Look at Steve Ramon, he hardly ever crashes and he's had two really bad crashes and got injured. I don't want to hit jumps flat-out in fourth gear anymore on a 450. It's not that I'm scared because if I was I would've stopped a long time ago. It's just getting ridiculous, you don't even realise how fast you're going.

"Like at Glen Helen this year, I had one of the biggest crashes of my life and I couldn't tell you what went wrong. It was just big because I was going so fast, I hit my face on the next jump. The races have also lost their character. Hardly anyone leaves the team tent or their vehicle - it's like the atmosphere of a funeral."

WHAT MIGHT'VE BEEN

"I remember when I was six I was also into swimming. I had only been riding two years and had won pretty much everything in Dutch motocross for my age and I started to enjoy swimming a lot because it was fun for me. I even missed a championship race because I didn't want to ride and I wanted to go swimming. I preferred to jump in the pool in the summer than race motocross so at that stage I wasn't sure but then I realised that I love motocross more and here I am."



the top guys at the Motocross of Nations at Lommel next year, let's say that at least.

"I know I can do that but when I say that to people they start smiling as if to say 'it's never going to happen' but I know it's going to happen so I just use it as more motivation. They are the same people that when I'm riding bad think I'm on the Bacardi and Cokes! I joke about it because it's funny and not true. If I open my own story book I don't have to lie anymore because I've had some really bad things happen in my career with some manufacturers but I'd rather not talk about that.

"As for being a 'party boy' that's so not true. The people who think that forget about my injuries and I've pretty much only rode half seasons for a long time. It takes a year to come back. If I get a full run and stay injury-free I won't be back to my full potential until August next year at least and a lot of people don't understand that. For sure I like to have a good time because I feel that life should be like that but I put in the work and because of who I am some people don't see that or appreciate it.

"You know also this year I was injured and again I was back on the bike just one week before the GP at Bulgaria and I said to myself 'don't go there' because those guys have four months training on me. Then I go there knowing this and expect to be in the front because I'm always confident. I don't want to be riding at the back. So then I was there and frustrated and tried too hard and hurt myself some more but now I think I've learned and I've taken my time with my injury this time.

"It's been hard though when people see me do this in the past and say 'look at him man, he doesn't train and he doesn't care' because I do but they see me smiling off the bike and enjoying the weekend and think I'm just there to have fun. It's not the case. I like having fun but I also want to win at everything I do.

De Reuver has definitely been through the emotional wringer. Sure, he always comes across as laidback and having fun because as far as he's concerned life is to be enjoyed but as he says he also enjoys winning and when the wheels started to fall off his career he became

very low. The bravado was always there - maybe even more so as a protective blanket - but with his confidence completely shot in private he hit an all-time low in his career.

"I cried like a little baby some nights in my bed. Not just little tears but wide open tears. It was so difficult for me but it's true, I learnt who my true friends were and I tell you, it's not even a handful. You know when you're riding good the BMW is almost parked inside the discothèque, you buy the Bacardi and Cokes and champagne and everyone is your buddy but when there really is trouble I don't see nobody

"My parents and my sister have been so important to me. I know that's the same for many people but they really have been so supportive and kept me going. Also Maarten Roos, the promoter of the Dutch GP at Valkenswaard, has always been there for me and I'll always be grateful of his help. These people have been there for me but it has to come out of yourself to turn it around you know. You can go to a mental coach – a psychologist – but you do it yourself in the end and now I'm really doing that."



























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I eventually make it back to Scotty D's place around 7pm. That's a 14-hour day of running around sorting stuff and I'm knackered! What will 24 hours on a bike do to me? Me and Scotty talk a few things over about the race weekend ahead. Scotty is an awesome crew chief and the polar opposite to me in as much as he just loves to make a plan! We sort the garage so I can prep the bike the next day when I pick it up from Pro Circuit.

On Friday I pick the bike up from Mitch and get on with the prep for the race. Fully checked over and oil serviced. Double skin filter to get us going. Light systems and every wire checked in the loom. Basically, I have to make sure the bike will last longer than my body – and I'm not sure how long that's going to last! Scotty is going to put the finishing touches to the bike before the start of the race as he knows his sh*t when it comes to endurance racing at Glen Helen.

Everything is packed and we leave for the track around 6am. It is going to be the longest day of my life and the nerves are getting the better of me. To say I'm sh*tting it is an understatement – I don't know if I'll last 24 minutes, never mind 24 hours...

I have to be at absolute 'Angry Geoff' maximum to get through this one. What was I thinking? Eric Narvaez is an awesome photo-journalist and he joins the team for the 24 hours to snap and generally help out. Eric has saved us a tremendous pit area on the main runway through the half-mile pit lane. Scotty and Eric take care of setting up the pit and I go to see the super-friendly Lori of Glen Helen who sorts my Ironman Class entry. Lori shoots me that 'are you sure you wanna do this' look as I fill in the sign-up paperwork.

Scotty's on the case sorting final set-up with Baja Designs as well as some Dunlop tyres from Jay for a full service at around the 12-hour point of the race. I'll be needing a full service after 12 hours, never mind the KTM! One of my main

concerns about the time on the bike is my hands and how they will hold up. Normally I wouldn't be bothered as I usually ride a lot but with only a few sessions riding on the DBR Husaberg since my surgeon said I could be 'less restrictive' with my elbow it's a worrying area.

So I take a lot of time before the riders' meeting to super glue my hands in the high wear areas to try to combat the blisters. Tommy Crunch has sorted me with some of the super sticky strapping tape which he nicks off our rugby (egg-chasing) buddy Matt Banahan. Basically, if I don't get my hands sorted properly and the blisters set in I'll be in for an even more painful 24.

So at 10am I'm sat on the Glen Helen start line looking up the famous straight and I get a little emotional – the first part of the race, the race to actually get here less than four days after deciding to race, is over. From Bath to San Bernardino in a blur of planes, trains and automobiles...

The classes line up from Pro teams back >>

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to the Ironman fools and go off in two-minute intervals. The Pro teams use this race as training and development for the Baja 1000 race and multi-time Baja winner Jonny Campbell calls this race as being even tougher as the multi-lap intensity and rough nature of the course make it punish the body and mind to the maximum. That's just great!

The start procedure consists of standing with the front wheel between your legs looking back to the bike. When the starter drops his flag you whip round onto the bike and grip it n' rip it! I take off steady from the gate and with the info that a young hotshot in the form of Brian Adams on his 450 Kawi will be gunning it in the Ironman class I'm ready to settle into the race and run my programme which Scotty will work out as the first few hours develop. I have to find a rhythm and speed well away from 100 per cent if I'm to go the distance without full body shutdown.

The feeling on that first lap will stay with me until I'm in a box. I have the biggest smile on my face and all the stress of this year leaves me as the freedom to ride comes flooding back. There really is nothing like riding a dirt bike!

The course is about 10 miles long and basically consists of the MX track, single track,

rocks, climbs, Tarmac, poison ivy, square edge bumps, square edge bumps and more square edge bumps – as my good friend Jonny Bravo would say, it's 'gnarly'! The track flows for about 10 minutes before hitting the mile-and-a-half single track section. This is a handlebar width gulley where overtaking isn't really an option. On lap one I make some friends as it seems unacceptable to ride over bikes and riders when they crash in the single track. No-one told

My first pit stop comes after two laps and the heat is starting to build. Hydration's the key to the day part of the race as temperatures soar to over 100 degrees in the gullies. Taking short breaks while the energy levels are still high is important for the length of the race as it is easy to go too hard too soon.

For the first couple of hours I lose time to the leader but with Scotty running things I start to pull some back as the hours clock up. After around four hours we have the lead by over a lap. The pit area is filling up with interested spectators and crews and every time I come in to pit there is a real positive vibe. This part of the race absolutely rocks and I try to stay cool as the lead is stretched. I know my condition isn't great

but the mind is the strongest part of all humans so we stay positive and enjoy the lead.

Dark's approaching fast and I know the night riding will be a struggle as I've never really ridden at night, never mind pinning a 350 up and around the mountains of Glen Helen. I want as much of a lead as possible going into the darkness as I'm getting tired. Our two pit areas are within 20 metres of each other and it gets competitive as the darkness takes over. Taking each lap as it comes is the key but then I have a couple of light issues.

The battery dislodges due to my over-exuberance over-jumping a drop-off at the top of the MX track. I have to leave the bike and run to the edge of the pit area to ask for some zipties to fix the problem before getting back into the race. I lose about half-an-hour with that stop and this is followed by a flat battery on the main light a couple of laps later. I have to say the Baja Designs helmet light is amazing as I'm able to complete a half-decent lap-time only using its power of illumination.

But the lead is gone after these seemingly small issues - this race is all about rhythm and mine is gone for a couple of hours. Problems use up energy and I'm running low.





4 WHEELERS YARD, COLYTON, DEVON





















The guys in the pit are unreal at the toughest points in the race. I cannot describe how fatigued I become during the night and when it's time for Scotty to order me off the bike and into a sleeping bag for an hour's power-nap I don't argue. I struggle to eat which is becoming a problem as stomach cramps kick in. Sleeping never actually happens but for that hour I try to relax my body and mind before getting on with the final 10 hours. It's incredibly demoralising to race hard for 14 hours, then to be told you only have another 10 hours to go.

The race is grinding me down and my body's starting to reject the workload. During the lowest parts of the night I find myself on my hands and knees, throwing up at the highest point of the track for a couple of laps in succession. That's gruesome. Apparently, your body tries to shut down when it's had enough. I think mine's trying to tell me something!

With dawn approaching Scotty pep-talks me

into a big push towards the finish. I have a short lay-down and decide I have to give it everything for the last four hours to keep the pressure on the leader. I'm assuming he has a big lead but I don't want to know — I just plan on pinning it to the end to see what happens.

The first hour as dawn breaks is amazing and I feel absolutely superb as the sun warms my aching frame. The bike feels great and is working perfectly with the new Dunlops. Scotty and Eric stand in the pit expecting a tired Ulsterman to pull in but I'm in the groove and feeling it again. Daylight's my best friend after the gruesome night ride and I want to make the most of it.

Just over an hour-and-a half into this last push and having taken a couple of laps back from the leader as he rests-up the inevitable happens. I get a bit of a swap on at the bars and hear a crack from my elbow – it's an eye-waterer and the pain puts me back to a bad time and place. I finish the lap and have to sit for a while

but there are a couple of hours to go and the finish has to be reached. The one armed bandit rides again!

But we have to forget the big push and concentrate instead on keeping second place in the bag. I strap the elbow up tight and go out for a lap of hell with an hour to go. I have the fastest lap in the Ironman class at 24 minutes and I reckon I also take the slowest lap on my last circuit.

Brian Adams, the very deserved winner of the Ironman class, rides with me for the last part of the lap to the finish. I congratulate him on his awesome race and wish at that point I was 20 years younger!

The superb JCR Honda team cross the line to take the Pro Team victory followed by Brian, then myself. Am I shattered? Yes! Am I emotional? Very! Am I happy? I'm absolutely over the moon! This was more than a race – this was me coming back to life! Look out next year...





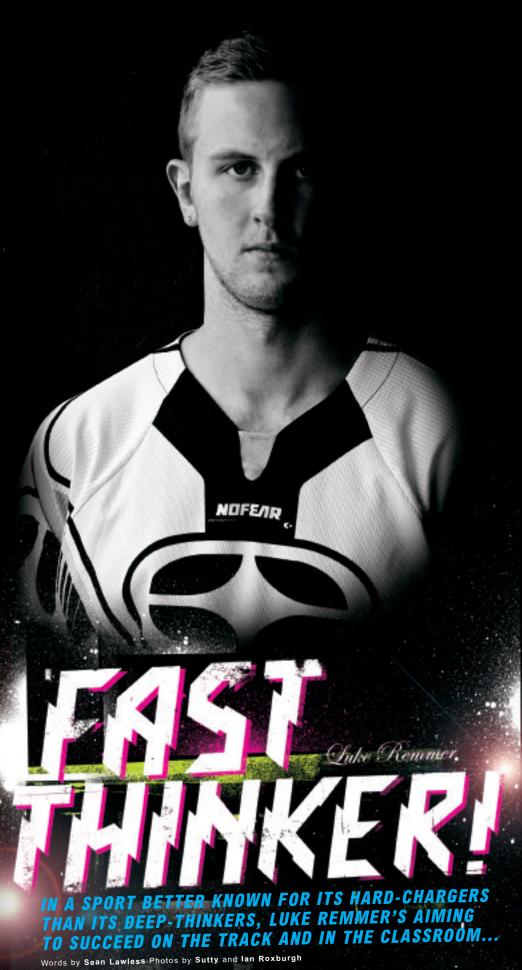




CHEERS M'DEARS

WALKER'S BARMY ARMY!

I really can't thank everyone enough for the support through this adventure so, in no particular order, I'd like to say a huge Oirish cheers to Sean, Sutty and Marge @ DBR, Chris and Scotty Denison@ Dirt Rider, Eric Narvaez @ Falconer Photo, Robin and Jonners @ Molsongroup.co.uk, Mitch and the crew @ Pro Circuit, Jay Clarke @ Dunlop USA, Diego and the crew @ Baja Designs, Lori @ Glen Helen, Philip @ No Fear, Mark and Paula @ ISO2 Nutrition, Carly @ Gaerne, Shoei, Nukeproof.com, Tony O and H, T and T!





hat has motocross got in common with academic studies? On the face of it, the answer's got to be floating somewhere between next to nothing and absolutely bugger all. Sure, you can study lines and other riders' techniques but you're hardly going to then sit down and write an essay about what you've learned.

But think about it for a moment. Sure, at first glance there's nothing to tie the two together but if you want to get to the top in motocross you need to put the work in. And you can say the same about education. It's just that the two worlds don't generally meet. Of course, that doesn't mean they never come together although the consensus is that success at one usually comes at the expense of success at the other.

Luke Remmer is aiming to turn the consensus on its head...

A former schoolboy champ, this season

has seen Luke clinch the coveted 125cc Fuchs Silkolene Two-Stroke British Championship and at the same time score a high-flying pass in his second year at Huddersfield University where he's studying accountancy and finance – and there may well be much more to come from the talented 20-year-old.

"I see myself in MX1," says Luke during a break from our photoshoot at FatCat Motoparc. "I'm a big lad and I see that as the more competitive class at the moment. And hopefully it's going to get more and more competitive. Racing a two-stroke isn't where I want to be and hopefully next year I'll be somewhere else riding a four-stroke for someone."

In last month's DBR we ran a special three-page photo report from the final 125cc moto of the Fuchs Silkolene series that documented Luke's epic winner-takes-all showdown with veteran former GP rider Jon Pettitt. With the title on the line, the pair went

at it for the full race distance before Luke snatched the win and it's this determination that is serving him so well both on and off the bike.

"It's very hard for me and a lot of people in racing don't have what I have being successful at uni and in my motocross. Obviously for a lot of people it's hard to understand I have to dedicate a lot of time to my studies at university. I'm now working on a placement year outside of university and it's really hard for me because I'm having to come home at 6pm and then start training. But I feel that I can do it and I feel that I can reach the top-flight in British motocross.

"At first I wanted to put racing on hold while I went to uni but I've realised I can manage my time effectively in order to find a balance between both. University understand what I do and there's a gym on site at university so that's useful and it's great — I can get my training done and get a degree."

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TECH TALK

SUPER-STROKER

We caught up with Mike Forster, the main man at MXprotech.com and the technical wizard responsible for putting together Luke's championship-winning YZ125...

"There's lots of work gone into Luke's bike. It's got a Vertex piston in it, Hardcore head, MXprotech.com tuning, a Talon clutch basket, V-Force reedblock and is jetted to our spec. We do a lot of work on the crankcases and a lot of work on the eylinder just to get it up to speed really because he's a big lad.

"It's great working with two-strokes – the whole year's been fantastic – and it's nice to hear them and smell them. It's like the old days. A lot of clubmen are going back to two-strokes and the interest in the engines I've been doing is incredible. I think people can't afford to run four-strokes.

"Like I said, it's been a great season and I'd like to thank everyone who's believed in us as well as Kate, Luke and Jenna for being the perfect family team."













The son of a former IMBA champion, motocross is certainly in Luke's blood and he starting riding at the age of six. Success on the track wasn't immediate but once he started winning the titles came thick and fast.

"My first successful year as a schoolboy was 2002 when I won all the major championships which were BYMX, BSMA and the British Masters back then on a 65. Then I went to 85 small wheel and finished second in the British championship in my first year and then the year after that I went to big wheels and finished second again to Steven Clarke. In 2006 I went to a 125 and won the British championship riding for Roy [Emberson] on a Pioneer Yamaha and then went adult.

"My first year in adults was all right. I got into it and had a few top 15s in the British championship for Roy and finished fifth in the Under 21s and then for the next two years I just seemed to get injuries over and over again. I just didn't really have any luck. I got back into it in 2010 riding for LPE on a 125cc Kawasaki and finished third in the Fuchs Silkolene two-strokes and then won it this year."

Of course, anyone with serious aspirations in this game knows that two-stroke racing – no matter how competitive – is nothing more than a bit of fun compared to the four-stroke-dominated big league of the Maxxis and Red Bull series.

For Luke the stroker's kept him in the shop window while he's been dealing with the challenge of coursework and a demanding 12-month work placement with a Leeds-based auditors.

"I've loved riding a two-stroker ever since I was younger. I feel four-strokes are a little bit easier to ride and this season I've been doing something a bit different which has helped gaining sponsors. People want to see something different these days and I feel I've raised my profile this year, especially in the last round in the last race.

"At the moment nothing's been finalised but I've got a large sponsor called Gowing and Pursey, a recycling company, which is interested in helping me out which has given me a good base for anything I want to do."

In such an uncompromising sport as motocross it's impossible to make the grade as a professional rider without total dedication and Luke realises that at some point he's going to have to concentrate all his energies on racing.

"For sure, after university I want to take a year out and focus 100 per cent on my riding. And hopefully between now and then I can take myself to the top-flight in British motocross and that's what I aim to do so when I come out of university I'm already at that level.

"I think with my talent that I can come



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season and the ups and downs and frustrations. Can you be frank about how tough that was for you? RD: "Well in 2011 I think there was a lot of

adversity we had to overcome. There was a lot going on coming off of 2010. We were defending both championships and I think for myself I was just more focused. I wasn't worried about it – the past is the past – I was just more trying to go after championships and win races. I think we gave it a good shot and did all we could. A lot that I learned. I think there was a lot of

a second ago but usually tough times when you have things go wrong - in the end they make you stronger, they make you better. Is there a positive way to look at that and look at the trials and tribulations of 2011?

RD: "When you're winning it's not easy but it's easy to have an upbeat attitude. I think the times that you prove more to yourself are when you are going through harder times or when times do get tougher and you're in the grind and trying to pull yourself out and put it back on top. They may not last a whole season - there may

things. You just think about stuff and mentally it can be wearing.

"Really with KTM I think what I saw is the commitment and the response they were going to put forth over here in the USA and how dominant they've been over in Europe. It really won me over as far as being back with Roger and lan and the whole crew. It was just an opportunity I was looking forward to. That was the challenge I wanted to take and it looked like the best fit for me so that's the route I took.



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steel frame is a little bit more forgiving – it's a little more comfortable. It helps you manoeuvre and handles a little bit better, not so rigid. So that's a plus from aluminium last year which has not as much give and is a little bit more rigid. But the components are good. WP suspension has been really solid, working with Rob at RG3. Ian has got the motor really running well. Akrapovic has been a great pipe as well."

DBR: When you were signing up with the team how much did Roger come into play when you were thinking about it? Because in the 450 class the KTM hasn't in the US gotten even a podium yet. So how much did Roger and the team sort of move you past worrying about things like that?

RD: "It definitely helped. I think with knowing Roger the years previous when he tells me something I trust in his word. I really feel that with us working together and with him doing his job right he is going to make sure everything is running in order. We can only control so much but we're going to do everything we can. That was very helpful."

DBR: Seeing as KTM does have such a big influence in Europe and they've had such success

with GPs, is there any thought in your head or has it been discussed at all that you would race an occasional GP or anything like that? Is that part of this deal?

RD: "No, there's no part in the contract that we're racing GPs or anything."

DBR: What do you think we're going to see differently from you outside of obviously the bike? What are the things that you're trying to change or improve on inside yourself?

RD: "I think as a rider just always trying to improve physically and mentally. The sport is tough mentally. It can be really wearing on you and it can knock you down. So I think just keep things rolling in the right direction. Winning races and championships. Every year that's what we come out to do and that's what we're going to go for.

"I think it's all going to start with the off-season getting things in the right order and testing and getting things good in that area and just showing up as ready as we can be. I think we search and it's always important to never settle and just keep an eye open for what can be better. I think as a team we're all looking out for each other and moving in the right direction. When the time comes we'll be

ready to go and do all we can."

DBR: That's what it's all about. Do you have any off-time? I know that the season was really long and it wears on everybody. Do you have any significant off-time to be able to relax or is it just wide open until Anaheim 1 to get things ready?

RD: "Actually right after France and the des Nations we actually got to go over to Austria for Oktoberfest. Would that be okay to say?"

DBR: Yeah, that's fine. You're of legal drinking age! RD: "After the des Nations we got about a week off and got to tour around a little bit and see Austria. Then I went to Paris with family. So I got a little bit of time off which was cool that we even got to do stuff, let alone in another country. I got to spend some time at home with the family in Minnesota. Obviously, now we're starting to get into testing so it's kind of off-season – you just test and get things ready. But I think when we'll really start cracking down is November, December, in that area. But it's nice – 30 races a season, that's a lot of races. But that's what we sign up for and what we look forward to most. It's good to get a little break and get ready for the new season."











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VILLOPOTO SCOOPS A MEGA PAYDAY AS THE STARS
OF SUPERCROSS BATTLE IT OUT IN LAS VEGAS...

ince 1998 the off-season race in the USA was the US Open of Supercross. Held in Las Vegas at the MGM Grand Garden Arena, the two-night event pitted AMA supercross stars against one another for a \$100,000 payday. Near the end it went up to \$250,000 if a racer swept all of the qualifying events, got both Main Event holeshots and won

both Main Events. No-one ever did that, though. This year's Monster Energy Cup still has a pretty stringent requirement if a racer is going to win the million dollar grand prize. The one racer will have to win all three 10-lap Main Events on a track designed to make everyone run a similar pace. Also, like the early days of the US Open, the Monster Energy Cup features a couple of classes that supercross fans aren't used to seeing – the SuperMini class of 112cc minibikes and the Amateur All Stars made up of A-class (amateur) 250cc racers.

Both the Amateur All Stars class and the SuperMini class have two motos each during the night show. Moto one of the Amateur All Stars starts with GEICO Honda amateur prospect Zachary Bell taking the holeshot and from there he takes off to a seemingly easy victory.

Second place goes to Cole Thompson, also on a Honda, over Austin Politelli and Monster Energy/Team Green Kawasaki's Justin Hill – Josh Hill's little brother.

Hill grabs the lead in moto two, fighting off Politelli in the early going. Hill takes off in the short, four-lap moto and leads the remainder of the race over Politelli while Bell comes from behind for fourth place. The way the overall scores come together Hill ends up taking the overall with a 4-1 score over the 3-2 of Politelli, 2-3 of Cole Thompson and 1-4 of Zachary Bell. What kind of luck is that to go 1-4 and finish fourth overall?



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"I know it took a lot of luck after my first moto," Hill says, "but I'm happy it worked out! I really like supercross. It's fun. I can't wait to get out there

Monster Energy/Team Green Kawasaki's Adam Cianciarulo is the odds-on favourite to win the first-ever SuperMini event at the Monster Energy Cup and he doesn't disappoint in moto one, nailing the holeshot and taking off to a massive victory over rival Cooper Webb. Webb comes from pretty far behind for second place on his KTM SuperMini. Third goes to Cianciarulo's team-mate Blake Green over Andrew Pierce and Bradford Young.

Cianciarulo grabs the holeshot in moto two as well but this time Webb is quickly into second and gives chase. However, Cianciarulo is simply on it

and Webb can't keep up. Cianciarulo takes the win

over Webb, Green and Young.

"I'm really happy right now!" exclaims the sharp and charismatic Cianciarulo. "This is so much fun and I'm just so happy to be here, much less win! I'd have come from another country for a race like this!"

While the Amateur All Stars and SuperMinis provide plenty of great action to keep the crowd entertained it's the big-hitters of the Monster Energy Cup – racing for a potential first prize of \$1,000,000 - they've come to see. And if any racer is going to take the million dollars then chances are they're going to need three really good starts.

Monster Energy Kawasaki's Ryan Villopoto takes the first holeshot over Monster Energy/Pro Circuit Kawasaki's Ben Townley and privateer Suzuki racer

Mike Alessi. Then comes Rockstar/Makita Suzuki's Brett Metcalfe, Red Bull KTM's Ryan Dungey, Villopoto's team-mate Jake Weimer and the rest

Villopoto pulls out a solid lead pretty early in the race while Townley comes under fire on lap three from Dungey. Since Townley hasn't raced supercross in a while - three years or so - most assume the 2010 SX champion is going to pass him early on. But Townley - who beat Dungey for the 2007 Lites East SX title - has other plans. He holds Dungey off for the final eight laps to finish a solid second to Villopoto. Dungey is third, Metcalfe fourth, GEICO Honda's Eli Tomac fifth and Alessi sixth.

Villopoto again grabs the holeshot in the second Main Event, this time over Metcalfe. Dungey sits



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third in front of Townley, Tomac, Honda's Justin Brayton, Weimer, Rockstar Suzuki's Martin Davalos and the rest. Dungey goes by Metcalfe for second on the first lap and attempts to stick with Villopoto but Villopoto is on another level and pulls away steadily throughout the 10-lapper. Dungey finishes second over Metcalfe while Townley drops out a few laps into the race. Tomac finishes fourth, Brayton fifth and Weimer sixth.

The pressure's on Villopoto for the final Main Event and for once he doesn't get the holeshot. Instead he starts second behind Alessi. However, he shoves Alessi wide on the first lap and starts pulling away right away while Dungey is hung up behind the Suzuki racer. Dungey finds his way into

second on the third lap but by then he's too far behind to mount a challenge to Villopoto

"I knew I had to get that pass done right away," Villopoto says. "I didn't want to wait around. But it feels great. If I hadn't have won I don't know that I would've thought this was worth postponing our honeymoon for but now that I've got a million bucks, I guess it was worth it...

the overall top 10

Villopoto checks his gap back to Dungey every lap and puts it on cruise control and he races his way to a million dollars. For the 30 laps of racing, Villopoto essentially makes more than \$33,000 per lap. Technically what he gets for his win is a bond that pays him \$50,000 per year for 20 years but it's a million dollars any way you cut it.



SuperMini winner Adam Cianciarulo





IT'S THAT TIME OF YEAR WHEN DEALS ARE FINALISED AND CONTRACTS SIGNED — ALTHOUGH NOT EVERYONE'S GETTING WHAT THEY SET THEIR HEARTS ON...

Words and photo by Steve Cox

t seems everyone wants to race Suzukis in the USA right now. The problem is that Suzuki don't have the kind of budget needed to hire all of them.

Both Chad Reed and Mike Alessi want to race Suzukis in 2012 as they both did in 2009. Alessi is setting out to put his own team together with Motoconcepts on Suzukis (although that is by no means a done deal, despite two different PRs to the contrary) and Reed was considering the change from Honda to Suzuki for his TwoTwo Racing team.

Another guy who was looking very seriously at racing Suzukis? James Stewart. Like Alessi and Reed, Stewart got a chance to ride a factory Suzuki RM-Z450 and he absolutely loved it. The problem was that he couldn't get out of his Yamaha contract. Apparently, Yamaha had the first right of refusal for Stewart's contract and with no other big names in the USA racing the YZ450F Yamaha weren't about to let Stewart just walk away.

So Stewart was left with two options. He could buy out the contract himself and race for mostly bonuses on Suzukis or find a way to stick with Yamaha. Luckily, while Stewart was falling in love with the Suzuki the Joe Gibbs Racing team were busy re-signing with Yamaha and going after Stewart to be their star rider.

Stewart ended up riding the JGR Yamaha and liked it better than the bike he had been racing in 2011. Plus, with JGR he gets something he couldn't get at any other team – a path into NASCAR. Like Ricky Carmichael before him, Stewart is looking to life after motocross and JGR have a NASCAR team. Well, the announcement has been made and Stewart is returning to Yamaha in 2012 for JGR. His team-mate has yet to be announced but it will likely be his 2009 team-mate Kyle Chisholm.

But here's where things get really funny. Mike Alessi signed a letter of intent with Motoconcepts to race Suzukis for the race team. As a result, David Vuillemin – the Motoconcepts Racing Team Manager for 2011 – quit the team. Why? Vuillemin was Mike's trainer/coach previously and had a really tough time making things work because Tony, Mike's dad, would always get in the way of what Vuillemin was trying to get done with Mike. So when Vuillemin heard Team Alessi were taking

over the programme at Motoconcepts he walked.

Okay, this is a small amount of drama so far. But it gets better. Alessi had an opportunity to test with JGR, too. After signing his LOI with Motoconcepts he still went and tested with JGR and, just in case JGR wanted to sign him, Alessi made it clear that – despite a press release from Motoconcepts announcing his going to the team on Suzukis – he had not signed with Motoconcepts. Yet. A week later, the day before the official announcement of James Stewart to JGR, Alessi put out a press release finally announcing himself that he was going to Motoconcepts.

But even now there seems to be some holding out in the Alessi camp, hoping for a JGR ride for Mike. If he gets the ride, Tony even reportedly promised to stay out of the team's way with Mike! How gracious. Apparently, that offer wasn't extended to Motoconcepts, though...

Chances are Alessi will be on Motoconcepts but it's funny to see what the Alessis are willing to do just to have a chance at a ride with Joe Gibbs Racing.







SERIES STANDINGS

1	Br	ad	Ana	lers	on

Martin Barr

Tom Church

Gert Krestinov Alex Snow Nathan Parker

Stephen Sword

Jason Dougan

Jamie Law

Arnaud Tonus Elliott Banks-Browne

Mel Pocock

Bryan MacKenzie

Zach Osborne

Jake Nicholls

Neville Bradshaw Mattis Karro

Stuart Edmonds

10 Steven Clarke

PAR Honda Samsung Yamaha Boost Energy KTM HM Plant Red Bull KTM 525 427 422 340 LPE Kawasaki 335 LPE Kawasaki
Lanes Kawasaki
Boost Energy KTM
Buildbase CCM
Bike It Cosworth Wild Wolf Yamaha
D3-Racing KTM 318 287 222 194

Bike It Cosworth Wild Wolf Yamaha 545 DB Racing Honda Relentless Suzuki by TAS 384 323 LPE Kawasaki 334

187

Bike It Cosworth Wild Wolf Yamaha HM Plant Red Bull KTM UK Evo-Tech Stevens Honda 323 301 237 MVR-D Honda 228 Electraction TM UK Maxxis Apico Suzuki 196 195 Swiss missile Tonus caps a cracking debut season with a hat-trick of race wins



Words and photos by Sutty

have already been crowned? Or that the crazy heatwave has sent everyone speeding to the beach? Or possibly even because this is the fourth major meeting to be held at Hawkstone this year? But, whatever the reason, the turn-out of race fans for the eighth and final round of the Maxxis is shockingly small. Those that do turn up though get to witness some great racing so the day's not a complete disaster.

There's simply no stopping the Tonus train in MX2 as the recently crowned Maxxis champ keeps on keeping on to rack up race wins 13, 14 and 15 and show everyone just who the grande fromage is around these parts. One step below Arnaud on the Hawkstone Park podium is British Masters champ Bryan MacKenzie who takes his LPE Kawasaki to a stellar 2-3-3 scorecard which enables him to stand on the steps for the first time ever in his long and apparently not quite as illustrious as you'd think career.

While Tonus and MacKenzie end their season on a high, Jake Nicholls' mojo is on mute as a seemingly disinterested The Reverend rolls round for third overall in

aybe it's because both champions what'll be his last Maxxis as a full-time contender for a wee while. "I got ill this week," says Jake. "I've been carrying a bit of a chesty type bug and a sore throat. I haven't been riding so I was a bit tight coming into today.'

Evo-Tech Stevens Honda rider Nev Bradshaw is the first of the non-podium placers with his 4-4-4 putting him firmly in fourth ahead of Mel Pocock whose 3-5-5 results see him leapfrog the injured Zach Osborne in the final series standings to snatch third behind Tonus and Elliott Banks-Browne who's also sitting this one out because of physical problems. MacKenzie also overcomes Osborne to take fourth while the West Virginian holds on to fifth after crashing out at Foxhill and missing the last eight motos of the 250F championship chase.

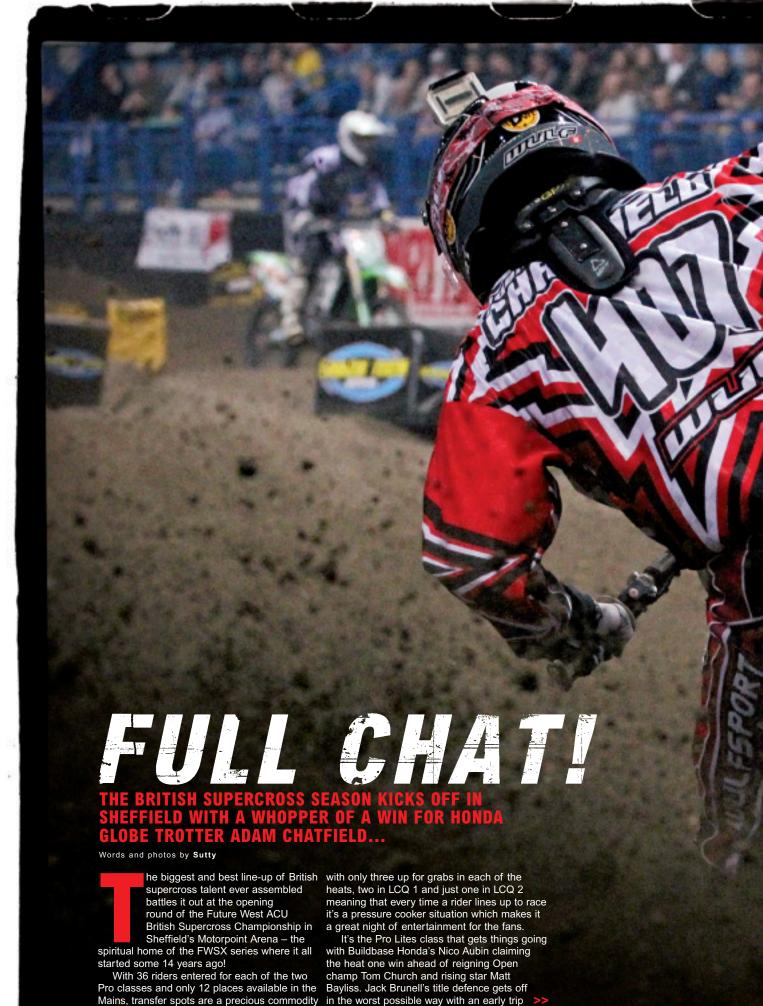
Brad Anderson enters the final round of the series with a secret. The already crowned MX1 Maxxis champ has multiple teams on tenterhooks all hoping that they can sign him up for 2012 but what they don't know is come the end of the day Brad's gonna let everyone know he's buggering off and heading Down Under next year. While Brad might well be back at some point or other the Hawkstone race does mark the last ever Maxxis appearance of

Tom Church who's looking to go out on a high.

Come the end of the day though and there can only be one winner and that man is Ando. The Tow Law throttle twister easily wins the opening gambit, loses out on a scrap with Boost Energy KTM's Martin Barr in race two and then overcomes a rampant TC in race three to end the year in charge before dropping his bombshell on the podium and ruining several team owners' days - ooops!

Joining Ando on the steps are Barr (2-1-4) and TC who's pretty chuffed to end his career on the podium after running 4-3-2 on the HM Plant Red Bull KTM UK machine. TC's strong ride also allows him to edge out Gert Krestinov for fourth in the final series standings to finish behind Anderson, Whatley and Barr who maintain their rankings on the day. The rest of the top 10 is pretty static with only Jamie Law changing things up as he snatches 10th from Gordon Crockard who misses the Hawkstone round.

So that's it for another season. Maxxis championship action resumes on March 11 2012 with the opener being held at FatCat Motoparc in Yorkshire - a venue that's guaranteed to sort the men out from the boys. We'll see you there!







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Dunn go out and do the business in heat three sending Ed Allingham, Stephen Sword and Damon Strydom to the LCQs.

Brunell takes the first of those four-lap dashes with Ed Allingham taking the other transfer spot. Most people's money is on Stephen Sword and his #2 TAS Suzuki taking the one transfer place in LCQ 2 but Kawasaki-mounted privateer Lewis King jumps out into an early lead and rides four solid laps to take the win by a quarter-of-a-second over the frustrated Scotsman whose Lites night ends earlier than planned.

Swordy's a surprise non-qualifier in the Open class too along with 2009 champ Gordon Crockard, top-10 Maxxis privateer Jamie Law

transfer from heat two and schoolboy sensation Dunn, Maxxis champ Brad Anderson and TC make the cut from the third. LCQ 1 sees Aubin and Nez Parker transfer while Bradshaw edges out J-Law in the second. Phewsh!

The Lites Main is first off the line and when the gate drops it's Bradshaw who jumps out into an early lead with Chatfield, Aubin and Brunell right there in his wheel tracks. The South African Evo-Tech Stevens Honda rider is right on it and never puts a wheel wrong around the rapidly deteriorating track for the next 15 frenetic laps making it difficult for anyone to get close although Aubin does match Bradshaw's pace in the latter half of the race.

RESULTS

- Adam Chatfield
- **Brad Anderson**
- Tom Church
- Nico Aubin
- Stuart Edmonds
- Tom Church Ashley Greedy

Neville Bradshaw Nico Aubin Adam Chatfield

PAR Honda HM Plant Red Bull KTM UK Buildbase Honda Maxxis Apico Suzuki Evo-Tech Stevens Honda

Buff Honda

Buildbase Honda **Buff Honda** HM Plant Red Bull KTM UK LPE Kawasaki





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Further back Chatfield's holding down third as Church puts in an awesome charge to come through the pack from 10th at the start to fourth by the finish to edge out Greedy, Brunell, Dunn and Gregory to the first of the non-podium positions. Out front nothing changes at all with Bradshaw heel-clicking his way to a popular win in front of Aubin and Chatfield.

While third is a good result for Chatfield his ride in the Open final is simply amazing and after gating mid-pack the globe trottin' Buff Honda star picks 'em off one by one without feeling the need to ram anyone out of the way a popular and proven way to pass inside the super-tight British arenas. Up to fourth by lap five, everything then simply falls into place for the former AMA rider – first of all early leader Barr tips over followed four laps later by new pace-setter Brad Ando who wrestles with his PAR Honda in the whoops, goes down in a heap

and hands the lead over to Chatfield who's only too happy to find himself in first.

Brad bounces back and he's obviously fired up too because he rapidly closes in on Chatfield as the race winds down but time runs out and the #407 takes the win and the early series lead over the angry Anderson. Behind those two red riders TC fights his way to third as Aubin charges all the way through the carnage to fourth from outside the top 10 on lap one. It's basically one of the finest supercross battles ever seen in the UK with bar-to-bar scraps and wild block passes – yeah, I'm talking about you Nathan Parker – happening right through the pack!

After an already scorching round one, the series is bound to heat up even more next month with back-to-back rounds in Belfast's Odyssey and Glasgow's Braehead Arenas.

We'll see you there!





LAST MAN STANDING!

With £500 on the line for around 90 seconds work you know the competition's gonna be cut-throat in the head-to-heads where Maxxis Apico Suzuki stand-in Stuey '162ey' Edmonds is more or less gifted the win and a half bag o' sand – in a bucket. Obviously you have to be in the right place at the right time but Stuey's definitely blessed with the luck of the Irish as he wins round one when TC washes out before he beats Aubin straight up in the second. The final is another gift though as Brad Anderson topples in turn one giving Edmonds an early and apparently unassailable advantage.



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AM SANDWICH!

While it's the Pro show that the majority of the 4,000 spectators head to Sheffield to view, the supporting cast of amateurs and youth racers don't disappoint either from the clutchless fiddies through to the ferocious four-wheelers.

The Auto class is always a well-supported one at Future West events and the entry at Sheffield is as packed out as ever. Over 20 starters are whittled down to 12 finalists the fastest being Louie Kessell who sets the fastest lap of the Main Event on his very last tour of the race. By then it's too little too late though as the race has already been won by Luke Williamson who pulls away from the pack by a massive 12 seconds on his way to victory ahead of Liam Brosnan and Will Egglestone.

Harry Kimber's a bit of a supercross star in the making and his 65cc scrap with Alexander Brown is awesome as they go bar-to-bar for much of the Main, finishing just half-a-second apart. Kimber takes gold, Brown silver and Bubbalicious Jed Etchells is best of the rest taking bronze on his KTM.

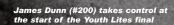
On to the Smallies next – as our youth attorney Mike Gurney would call 'em – and what a performance by Will Keogh who powers to victory ahead of taller-than-his-dad Taylor Hammal and TM-mounted Dylan Woodcock. The Biggies is won by Yorkshire terrier Tom Neal who holds it together to take the win ahead of Joe Jefferies, Scooter Webster, fastest kid on the track Todd Kellet and the desperately unlucky Gradie Featherstone whose KTM silencer drops off in the dirt in the early laps. Gradie's probably Tom's biggest threat and he'll be pushing hard knowing that

he has plenty to do in the upcoming rounds.

The Youth Lites class is packed out with talent and won in dominant fashion by James Dunn who beats Dan Thornhill and Chris Bayliss across the line. Bayliss also qualifies for the Clubman Lites final where he snatches second behind Future West regular and Maxxis MX2 point-scorer Dan Brough. Joining them on the podium in third is Twisted-7 teamster James Harrison.

The Clubman Open final is dominated by #222 George Purchase who leads every lap on his way to the chequers. Stuart Morrison and Dan Thornhill battle over second with the nod finally going to Morrison.

The tight confines of the Sheffield circuit are even tighter when you've got twice as many wheels on your wagon as the quad squad find out in a barge-tastic eight-lapper! Jamie Clark yanks the holey and disappears leaving Oli Sansom to finish a distant second with Dean Colhoun third.





RESULTS

- Luke Williamson
- Liam Brosnan
- Will Egglestone
- 3 4 Buster Hart
- 5 Louie Kessell

- Harry Kimber
- Alexander Brown Jed Etchells
- Reegan Brooks
- Scott Rissell

- Will Keogh Taylor Hammal Dylan Woodcock 3
- Aaron Booker
- Billy King

- Tom Neal 1 2
- Joe Jefferies Scooter Webster
- Todd Kellet
- Gradie Featherstone

- James Dunn
- Dan Thornhill
- 2 Chris Bayliss
 - Damon Strydom Chris Povey
- 4 5

- Daniel Brough
- Chris Bayliss
- James Harrison
- Stuart Morrison
- 2 3 4 5 Dan Thornhill

- George Purchase Stuart Morrison
- Dan Thornhill
- Robert Yates
- Ty Kellet 5

- Jamie Clark
- Oli Sansom
- Dean Colhoun 3 Ben Harman
 - Tom Claireaux





TH SEN

IIGHTER MAKES IT A RECORD-BREAKING THE BEST AS HE FIGHTS OFF TC AND O WIN WESTON...

Photos courtesy Monster Energy

tarting as close to a favourite as it's possible to start at the lottery that is the Weston Beach Race, mighty Manxman David Knight adds a record-breaking sixth solo win to his tally on the Somerset sands after a hard-fought three hours.

After sitting out a huge chunk of the 2011 season following hip surgery, the three-time enduro world champ and defending Weston champ survives a misfire, arm-pump and cramp to beat off challenges from top motocrossers Tom Church, Brad Anderson, Jamie Lewis and Neville Bradshaw. It's a vintage Knighter performance that calls for speed, smarts and his trademark brute strength.

"I made a pretty good start but didn't want to lead the first few laps so I let some riders stay out front," reckons Knighter. "Well that's what I planned to do because I found myself leading again soon after so let a few riders past again. It wasn't until the last hour that I felt like I was riding anywhere near as well as I could.

It's Ando, the dominant domestic force in MX1 this season, who actually leads a depleted field down the start straight but after getting snared up on a dune it's Lewis who takes the lead. TC also takes a turn at the front before Knighter - his mystery misfire cured - begins to threaten.

With Ando struggling with brake problems the closing stages see the race develop into a TC versus DK contest. A fuel stop by Knighter hands the advantage to the HM Plant Red Bull KTM

UK rider but with half-an-hour left on the clock the Manxman finds himself back at the front and from there the win's in the bag.

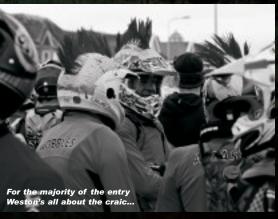
"During the second half of the race I didn't have any problems as my arm pump had gone and I managed to find a rhythm, says Knighter. "I kept pushing pretty hard and opened up a couple of minutes on Tom in second. It's difficult during a long race when you're having problems. You can't stop and sort things out or rest so I'm really pleased that I was able to get over everything that was going on during the first hour and win. It was a tough race but winning made it worthwhile."

Local hero and reigning British SX champ TC, who retires from top-flight racing at the end of this season, knows that if he'd been better prepared he would have had a great chance of nicking the win from Knighter.

"It was a really tough race," says Tom. "I went for it from the start and felt in a good rhythm but I just died after two-and-a-half hours. Looking back I wish I'd worked harder for the race - I only rode supercross for two weeks before but that's my own fault. Maybe next year I'll just focus on that race and try to win it, I'll have to see.'

Knighter and Church finish the three hours on 23 laps with Ando, Lewis, Bradshaw and super-schoolie Nathan Watson - whose dad Rob Meek has won Weston five times - all coming home one lap down on the leading pair.

















RESULTS

- Brad Anderson
- ADULT SOLO
 1 David Knight
 2 Tom Church
 3 Brad Anderso
 4 Jamie Lewis
 5 Neville Brads
 6 Nathan Watso
 7 James Lassu
 8 Nick Life
 9 Lee Edmonds
 10 Daryl Bolter Jamie Lewis Neville Bradshaw Nathan Watson James Lassu
- Nick Life Lee Edmondson

- Paul Winrow Carl Bunce Stefan Murphy Paul Hannam
- Jerome Bricheux

- DECAR
 Williams/Jones
 Chandler/Millett
 Penfound/Rogers
 Strutt/Lawry
 Hamm/Maile 1 2 3 4
- 5

UTH ROOKIE Ben Howell

- Thomas Davies Jack Staines
- Aaron O'Mahony
- Jack Mac

- **UTH 85cc** Robert Davidson

- Tom Neal Alfie Bowtell Josh Coleman Kyle Casement 4 5

- **YOUTH 65cc**1 Jed Etchells
- Alexander Brown Harry Kimber Tom Grimshaw
- Jaydon Murphy

- OUTH QUADS

 Leon Rogers

 Alexander Thompson
- Elliot Downes
- Jordan Turnock Harry Miller



RECORD BREAKERS!

FINNISH STARS JUHA SALMINEN AND MIKA AHOLA REWRITE THE RECORD BOOKS AT THE CLOSING ROUND OF THE 2011 **ENDURO WORLD CHAMPIONSHIP**

Words and photo by Jonty Edmunds

s the first and only eight-time enduro world champion, Juha Salminen has plenty to be pleased with at the season's final event the GP of France. And so too does Mika Ahola, the series' first five-time consecutive champion and the oldest man to lift an EWC title.

With the Finnish duo securing the 2011 Enduro 1 and Enduro 3 world titles at the end of the first day's competition, each puts their name into the enduro record books as two of the most successful-ever EWC riders.

For Salminen topping the E1 championship is pretty much a forgone conclusion and with no nasty mechanical problems throwing a spanner in the works like they did at the GP of Andorra the Finn claims his 10th day win of the series. Once again finishing ahead of countryman Eero Remes, in winning an amazing eighth title he well and truly puts the disappointments of recent seasons behind him.

"It's true that things have been pretty tough for me over the last few years," explains Juha. "Not being competitive is difficult but this season has been great. To be able to ride like I know I can and to fight for and win a championship again has been really enjoyable. Apart from one mechanical problem I've had a great year, I can put the tough years behind me now.

With Salminen topping the opening day his hopes of ending the series with a double victory are quashed when French rider Rodrig Thain claims his first E1 victory. Delivering his best ever EWC season, Rodrig shows that in 2012 he'll certainly be a rider to watch.

For Eero Remes finishing as runner-up in the E1 class is a bittersweet result. One spot higher up the standings than he was in 2010, despite being disappointed he acknowledges the fact that he was beaten by one of the sport's true greats. "I knew Juha would be fast this season like he always is," comments Remes. "I tried my best to beat him but I wasn't able to be as fast throughout the series. I had some good races but Juha was always fast.'

Victory in the Enduro 2 class is split between two riders in France - Pela Renet on day one and Antoine Meo on day two. With Meo already crowned E2 champ for 2011 he enjoys the fact that there's no pressure on him to perform by partying the nights away during the year's final GP.

With the unseasonably dry conditions making for seriously close racing in the E2 class, Renet and Meo are separated by just nine seconds on day one. With Renet again showing he's got the speed and consistency to deliver podium-topping results, Meo's slow start prevents him collecting the win.

Things are very different on day two as Renet crashes out of the event on the enduro test leaving a tired Meo to top the results. Finishing ahead of Spain's Cristobal Guerrero, Meo ends the year with yet another win - a fitting end to the series for the class champion.

"It's been the best event of the year for me," beams Meo from the podium. "I've enjoyed every minute of

the race. Having all my friends, family and fans here There was no has made it one long party weekend pressure on me to win at all but I still wanted to do as well as I could. I just missed out on winning on day one but day two was great. It's been the most amazing season.

Another rider to enjoy a stand-out season in E2 is Cristobal Guerrero. KTM's #2 rider, following team-mate Johnny Aubert's retirement from the season through injury the young Spaniard stepped up and delivered some seriously impressive results to end the year as runner-up and ahead of Ivan Cervantes

Wanting to compete in the Enduro 3 class simply because that was the only title he didn't yet have, Mika Ahola puts the finishing touches to what's been another remarkable year for the 38-year-old Finn. With his closest championship rival Christophe Nambotin struggling through the opening day with an injured wrist, Mika claims the win and secures the championship.

"It's been a weird season," admits Mika. "Before the first race I wasn't that confident but as soon as I topped both days at the GP of Spain I knew I could win the title. Things didn't go perfectly for a few races in the middle of the season but everything worked out well again after that. I can't believe I now have five championships and that I'm the oldest rider ever to win an EWC title.

With Nambotin struggling to a fifth place result before opting not to compete on the second day, Italian Alex Salvini steps forward to claim a double runner-up result which is by far his best result of th season. Finn Marko Tarkkala places third on both d but as far as the championship's concerned it's but as far as the championship's concerne Nambotin and Swede Joakim Ljunggren that follow

Making a return to the series following his lay-off after hip surgery, David Knight's participation in the GP of France starts well but doesn't last long. Topping the Friday night Super Test, DK decides on day one that racing through blinding dust is way too risky and opts out before he ends up doing what Renet does and hits a tree.

As well as Knighter, three British youngsters give the final EWC event of 2011 a go. Jordan Scott gets two podium results in the 125cc Youth Cup to end the year third in the championship while Manxmen Danny McCanney and Alex Rockwell battle their way through the dust in the Enduro Junior class.

Finding their feet during the opening day, Rocky gets the better result in 10th with Danny right behind him in 11th. But on day two it's all change and it's Danny that ends the day with the best result, scoring a solid fifth ahead of newly-crowned EJ champion Jeremy Joly.

After banging his already injured finger Rocky's unable to hold on properly but grits his teeth and bravely gets to the end of the day with a result that doesn't do his performances justice.













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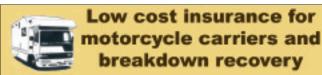
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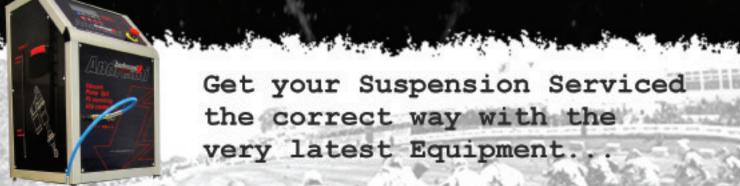




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arlier this year Rage took a look at one of the seven YMSA-affiliated clubs — namely the Stevenage outfit. The YMSA are both a club and a main organising body and have been around since the 1970s. In order to take a closer look at the set-up I decided to pay a visit to the YMSA mothership as they hit FatCat on a warm and sunny October day.

It's been a long season for the guys and gals who are centred around the Sheffield/Notts area with a 20-race programme that kicked off in February and concludes with their November 6 Bonfire Blast at Sherwood.

The highlight of the YMSA season is always the two-day summer Super National and that took place this year at Whitby in July. With FatCat, Whitby, Finningley and Sherwood as the mainstay venues for the YMSA it's not hard to

see why this particular outfit has such an emphatically positive customer rating. Darran Wheelhouse took over at the helm

Darran Wheelhouse took over at the helm as club chairman two years ago and Rage asked him for a little insight into the club's values and direction.

"I've raced with the YMSA for 33 years now and I still compete today. I've also been a committee member for over 20 years and felt it was time to have a go at leading the club. My vision for the YMSA is very clear and simple – make the day fun, race on quality local tracks and approach all aspects of the day such as signing on and scrutineering with the right attitude.

"That will ensure that everyone who comes racing with us experiences the friendly, fun-loving atmosphere and wants to come back. Since taking over I have seen our race day numbers

rise from 120 to well over 200 and this has put the club on a sound financial footing. The numbers have been so good that on occasions we have actually been fully booked with reserves waiting for a place on the startgate."

These solid objectives expressed by Darran are echoed around the paddock. One parent with many years of national competition under his belt explains that in his opinion the YSMA is "just as good as it gets at club level". Another tells me that it's his first time here but at just £32 to race FatCats and no marshalling to worry about he's definitely coming back for more.

about he's definitely coming back for more.

Out on the track for the 15th and final championship round, Kian Collingwood tames the sand best in the Cadet section laying down three scorching heat wins. Logan Wilcox and Josh Hodge take second and third overall and Wilcox proves a worthy runner-up going 2-2-3.









Sammy Price sets off at a cracking pace by winning the opening Junior encounter but Lewis Hall comes back with a double hammer blow to win heats two and three and take the day's overall. Connor Fish also impresses in the 65s and cards 4-2-2 to finish third.

In the SWs Joe Jaques proves to be in a class of his own and he conclusively triumphs in all three encounters. Denny Rapson also proves to be a hard man to get the better of – he goes 2-3-2 for the runner-up berth – and Daniel Shepard is almost as tough, carding 4-2-3 for third.

Kenny Ryalls, Lauren Collingwood and Macauley Madden are the individual heat winner in the biggies and consistency and girl power rule as Lauren runs out the winner going 2-1-3.

From the 23 Senior class runners on the startline Matthew Callaghan takes little time to get his nose in front in only his second outing on the Mark Rothwell-backed RSS Honda. Callaghan bails out from the lead on the closing lap of race one, remounts for second and then makes no more mistakes to end the day with a 2-1-1 for a conclusive overall win. Ryan Thornhill is the grateful winner in the opening heat and he takes second overall as William Hall posts 4-4-2 for third.



DOUBLE DAZZLE! WATSON BACKS UP EYE GROWN WITH DUTCH TITLE...

ith an absolute blinding finish in prospect Rage has kept a sneaky eye on this year's Dutch ONK 85cc series.

Back in July with five rounds down and heading into the mid-season break Mickey Eccles and Davy Pootjes were joint top on 165 points. There were two rounds to complete and Freek Van De Vlist sat in third on164 with Ben Watson fourth on 161.

At the penultimate September gig at Markelo the advantage swung heavily towards
Suzuki-mounted Van De Vlist when he bagged a 50-point maximum taking both heat wins.
Watson snatched a brace of seconds adding 44 points and Eccles with two thirds and 40 points claimed the podium bronze.

Pootjes took fifth overall but his relatively disappointing 30-point gain left him with an almost impossible championship task.

The series finale takes place at Mill in mid October with 14-year-olds Watson and Eccles going into the race in joint second position, nine points adrift of the 15-year-old leader Van De Vlist.

In qualification Amsterdam youngster Pootjes rides the wheels off his #46 KTM to slot into pole position with a clear 2.5 seconds advantage over Eccles and almost five seconds over Watson as the HM Plant Red Bull KTM rider completes just four laps in the timed session.

Race one takes place almost three hours after qualification. The track conditions have rutted and slowed slightly but, crucially, the Watson camp now have their machine fully sorted. As lap one concludes under bright blue skies Pootjes and Watson stake a claim at the front, Eccles is looking strong in fifth and Van De Vlist is down in ninth. Van De Vlist battles in vain to find his best form and eventually moves just one place forward to finish in eighth while Eccles climbs into third but then

slips back one place to fourth.

At the head of the field all eyes are focused on the skirmish that sees Watson take the lead from Pootjes on lap four, setting the fastest lap time in the process. In a classic encounter Watson has to re-pass the Dutch flier again on lap seven before he goes on to win by four seconds. Such is the leading duo's pace the rest, headed by Rene De Jong, trail in almost half-a-minute behind.

Going into the final race of the championship Watson now effectively holds a two-point lead over Van De Vlist with Eccles in third, seven off the top spot.

As the riders come around on lap one the main men are line astern with Watson leading from Pootjes, Eccles and Van De Vlist. Watson records the hottest pace on lap three as he, Pootjes and Eccles run clear. In the closing stages Pootjes slips past Watson to go 2-1 on the day but it's championship gold all the way for Watson who takes the ONK title. Mickey Eccles ends his superb campaign with a 4-3 and the series bronze.

As the new Red Bull and Dutch champion, Watson's double magnificently concludes his 85cc days. And with two date clashes successfully negotiated, 2011 has also been a masterclass in planning, reliability and execution. The Watson camp purposefully set out at the start of the year with an idea to wrap up the Red Bull series with one round remaining which would enable them to go to the Dutch finale having already missed one ONK round mid-season and hopefully still have enough in the tank to reel in the leaders.

At the end of the day it all goes perfectly to plan and Watson wins two prestigious titles despite handing the opposition a one-round advantage in each. Some special achievement that! But, then again, Ben Watson is one special rider...



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RESULTS

BSMA TEAM EVENT

- Portsmouth Cotswold East Kent 3036
- Coventry Cornwall 2619 East Anglia 2405

BYMX TEAM EVENT

- Scotland
- Ireland 2424 Cumbria 2591
- Cheshire NWSC 3176







SPIRIT

BSMA AND BYMX BLASTS...

he end-of-season team events from both the BSMA and BYMX go off with the masses turning out in force and it's also good to see the ACU returning to a more traditional set of values as a plethora of genuine club racers enjoy the fun weekend at Thoresway. The BSMA gig takes place at Culham and

Portsmouth run out as the clear winners. Cotswold and East Kent share the podium spoils in second and third and the weekend's star performances include Louie Kessell (Cornwall) as he wins in the Autos. In the 65s Charlie Cole (Portsmouth) and Gary Ashley (East Kent) share the heat winners' limelight and Cotswold runner Brooklyn Evans grabs the Junior third place finish.

The Small Wheel 85cc group is dominated by Mitchell Lewis of East Kent and he finishes with three wins and a second place to brag about. Tommy Schofield of East Anglia claims a race win too. In the Biggies Jordan Batchelor cleans up brilliantly for the Portsmouth crew with a weekend whitewash as Josh Gilbert takes a full set of second place returns for Cornwall.

with Josh Coleman of Portsmouth, Robert Yates of Cotswold and Joe Jeffries of Portsmouth all recording good finishes.

Dan Thornhill on the Suzuki claims an impressive maximum points haul for the Coventry band of brothers in the Seniors but the overall strength of the Pompey fliers prevails yet again as the section winners.

At Salters Lane near Grimsby the new rule changes for the BYMX means no more super-strong select teams of ringers and the competition benefits greatly. It's a weekend-long close encounter that eventually goes the way of the Cambridge club as they elbow the gritty Team Scotland effort to one side.

The East Anglian outfit always go the extra mile with a group of exuberant supporters giving it large on the air horns and they celebrate to the max after the runner-up finishes of the previous two years. The battle for third goes to Ireland in another close shave finish with Cumbria.

In the 65s Alexander Brown (Scotland) takes five race wins but supercharged Tom Grimshaw

Further down the BW field the battle for third rips (CJSC) puts a great pass on the flying Scot to win race one. The other CJSC Juniors - Archie Osmaston, Jack Scott, Jordan Hearn and Reece Martin - are never out of the top 10 in any race. The squad totals 197 and that's a weekend best.

With Jack Camwell (CJSC) taking three wins, Daniel Bewley (Cumbria) two and Alfie Mountford (CJSC) one the Smallies provides the closest racing without any one rider actually dominating.

Brad Todd (Cumbria), buoyed up by a season of success, takes the acclaim as the rider of the weekend in the Big Wheels with his six heat wins. John Adamson (Scotland) and Ben Cole (CJSC) do their bit too with some spirited early race efforts. Cole claims third in the individual standings with Nathan Dixon highly impressive in second place.

In the youth open section there's nothing to separate Mark Perfect (Scotland) and Robert Hales (CJSC) as they tie at the top on 17 points each. Hales takes just the one race win to Perfect's three while Scottish team-mates Jay Lamb and Murray Clunie nail a race win apiece.



THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT MIKE



WELCOME ABOARD

NEW DBR COLUMNIST BRYAN MACKENZIE KICKS BACK AT THE END OF A SUPER-STRONG SEASON WITH A WELL-DESERVED FRENZY OF COLD PIZZA AND IRN-BRU...

Words by Brvan MacKenzie Photo by Sutty

ow! Well what an honour it is to grace the pages of this fine mag! I'm pumped to have the opportunity to write for you guys and I look forward to giving you my perspective on all of my exploits.

I appreciate that 'our' sport is a lot more than just racing and results but a way of life for most of us. Of course, results are probably top priority but at the end of the day if you're not having fun you're just not doing it right, right? It's about the road trips, the goofing off, the camaraderie plus a lot more and I hope to fill you in with the highs, lows, ridiculous and occasionally serious bullsh*t from my side of the fence in my very own semi-literate style.

Now let me give you a quick heads-up on who I am and what it is that I'm about. First of all, yes, I'm related to my new magazine neighbour, Billy. Not brothers like most of you will assume though but in fact we're cousins. I've been riding dirtbikes my whole life just like most of the guys out there and have been punishing myself trying to make it to the front of the British championship since I moved out of the youths at 15. I've been under the radar for most of my adult career and it's only the last few years that I've gained the attention of some folks.

Although I was doing all right beforehand I'd say my break-out year was when I was gifted a ride with the CAS Honda team to fill in for an injured rider in 2009 and scored plenty of MX1 GP points along the way. In 2010 while in MX2 as a privateer I put a decent domestic season together with some podiums which led to a ride on LPE Kawasaki this year and I've had my best season to date. I've also just signed a contract to ride on the Moto-One/Rockstar KTM team and hopefully earned a spot in people's eyes as an MX2 contender for 2012.

So that's my intro bit done and I think I covered the points you'd be interested in - my credentials so to

speak. I mean, I could go on and give you an in-depth description and tell you my date of birth, height, favourite movie - and what colour it is - or the last time I sh*t my pants but the back of the DBR isn't a lonely hearts section. Yet! So for the people that didn't know anything about me that's the briefing done and hopefully you'll get to know me a lot more throughout my stay here at the arse end of the mag.

Right, let's get into it...

So we're deep in the off-season right now and that means a few different things are happening, for me anyway. First off, dirtbikes get shelved for a while to give me time to do something else and remind myself of why I love riding so much. The four weeks that I take off is basically a time for me to find 'Bryan MacKenzie - the average man'. I'm not insinuating that I'm a super-human or anything but being a full-time racer you have to sacrifice a lot of normalities that the average Joe would take for granted.

Preparing, travelling and racing each weekend competing in four different championships leaves little time for anything else. So I have to squeeze a year's worth of razzmatazz into a few weeks. At times I kinda feel like a kid in the summer holidays whose friends are all away on holiday but I'm stuck at home with no-one to hang out with. Except in reality all my friends are at work, it's Jeremy Kyle on TV in the morning and not T4 and I don't get paid for doing the Hoovering, ironing or washing up any more. What a bum deal! So I need to get to try new things and find something to take my time up.

Recently my buddies have been hitting the indoor skate park in the evening on BMXs so I went along to check it out. The place is sicker than man flu so I've decided it's time to get back on the proverbial horse which is where I'm going to get my adrenaline fix!

Naturally, socialising with a pint is high on the agenda and after my final race of the year and winning the Scottish MX2 championship that day I headed into Edinburgh on my first night out in longer than I can remember. Unfortunately, my strategy wasn't up to much and I went at it way too early - kinda like starting Weston and riding the first 25 minutes like it was a British championship. So I was doing my best by the end of the night to hold the bar up but it really started to go south when my ass hit the seat in the back of the taxi.

Our taxi driver was racing his mate on the 20-minute journey home to the cheers of my girlfriend, Ash, who was egging him on. The whole time, though, I was getting tossed about in the back seat like a car park full of doggers and as soon as we pulled up outside my house had to do the Usain Bolt to the front door and straight up to the toilet! Since then I'm kinda over the going out already!

Another benefit of the off-season is the junk food! Man, I love it! I cane it pretty hard as soon as the final chequered flag falls and don't hold back. Crisps chocolate, Irn-Bru, energy drinks, pizzas for dinner and breakfast the next day - all that good sh*t. The stuff that I really only have occasionally during the year I take on in excess. But there's two benefits to this. After eating and training well all year it really only takes a few weeks of over-indulging to start feeling really bad, lazy and begin putting the weight on. But it works well for me. It's like a motivation thing and I start to feel so terrible that I can't wait for winter training to start to feel nice and healthy again. Besides, I need the extra weight to have something to burn while working out. If I didn't, I'd come into the season looking like Skeletor when the aim is a little more He-Man.

That'll do for this month. Next time I'll be able to save a lot of time and brain cells on the mumbo jumbo I done at the start. Before I go, however, I'd just like to pass on my regards to all the guys at CGH after the recent sad news of Colin's passing. RIP Colin...

PODIUM POPSIE!

BILLY MAKES LIKE A EURO MUD RIDER AND RACES TO A PODIUM FINISH AT THE OPENING AUSSIE SX ROUND BEFORE WELCOMING COUSIN BRY TO THE TEAM...

Words by Billy MacKenzie Photo by Shayne Rice

ello Bryan! Ah, it's nice to have a familiar face alongside me although I'm surprised DBR have even let us write in the same mag, never mind right next to each other! Just ask our high school teachers what happens!

We were split up the whole way through primary school but we managed to have two or three classes together in high school which led to some of the funniest moments in our younger days. Tricks on the teachers, mischief and gambling are the ones that spring to mind! No doubt we will start filling you in on what we did and where we came from all while bringing you some of the freshest MX chat and hopefully top results!

For those of you who are actually wondering what Bry's DoB, height, fav movie – plus what colour it is – and the last time he sh*t his pants I can tell you! He was born on the 5th February 1985, he stands at 5' 11", his favourite movie is Brokeback Mountain (I don't know what colour that movie is, fortunately) and I'm not sure about the last time he sh*t his pants but there were a few occasions he dumped in the woods while we were building our gang huts. Dock leafs were the wipe of choice and they were great for nettle stings too!

Anyway, back to the present day. We were off to a wet and slippery start to the season – man, I'm lucky my first supercross race was a dry one otherwise I would be branded a Furo mult rider! You know how

these other continents work, I think they actually believe we race mud every weekend! I seem to find mud races far easier than these guys though – the Aussies kinda adopt the US style riding of just pinning it so when there's a little bit of rain they all get a bit throttle happy and I potter on in third gear to a steady result.

Things were made far easier at the first round by grabbing the holeshot! The new Kawasaki along with

Things were made far easier at the first round by grabbing the holeshot! The new Kawasaki along with some more PC parts is just insanely fast this year and if I can keep getting these starts it's gonna put me in the best position to bring home some #1 spots! I'm pretty excited after the first round although it was in some ways a bit of a lottery. Having a podium and bringing home points gives me the drive and determination to do it again this weekend.

I was a little nervous before the first round. I have been riding with Dan Reardon through the week at his supercross track and it's fair to say the boy hands it to me every time! I'm still working out a few suspension settings but when we have weekends like the last it's best going out there with your motocross suspension in and an enduro mapping on the ignition! But like I said, even though it was a mudder I've got some confidence and hunger to keep making that podium.

Now the season has started I'm back to my old routine of just riding once a week. I only ever used to ride once a week when I was younger and sometimes I never used to ride at all! I find it keeps me fresh, sharp and more excited to get on the track and race.

I like riding but I enjoy it more as a social rather than a hectic business schedule. So instead of waking up at the crack of dawn and doing my motos in the morning, I prefer to make a day of it and stay out riding with my buddies until the sun goes down.

Some may debate that's not the way to do it but I've tried every way in the book to make it to the top and the best results I've had have come by doing what Bryan is doing now which is having fun, training hard and enjoying racing. From 2005 until 2008 I would say were my best years and all those years I did the same as I'm doing now. I find with having this more relaxed attitude and training hard during the week I am an all-round more focused person and rider.

I actually prefer pushing myself to my limits by doing a Dave Dougan training session down the field rather than counting the laps in my head riding a moto by myself. I get way more out of a physical training session than I do hitting the same line every lap for 40 minutes. Racing is completely different than motos during the week anyway so as long as I get one day of riding in a week I'm normally set for the weekend.

week I'm normally set for the weekend.

Okay, I'm keeping it short as I only have one page to fill from now on – thanks Bry! That wasn't sarcastic either – the Flintstones are on the TV and I have some man chores to do before I fly out in the







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